

Navy News

NOVEMBER 1977 5 p

NOW FOR THE 'SKI' HARRIER!

A dramatically improved performance for the Sea Harrier jump jet is the prospect offered by a British innovation, now well advanced in design and being planned for the Royal Navy's new anti-submarine cruisers.

Development work is continuing on the idea of a "ski-jump" ramp designed to assist lift-off for the Sea Harriers. Already the system is planned for the first two cruisers, the *Invincible* (launched earlier this year) and the *Illustrious*, now being built on the Tyne.

Ark Royal attractions

When H.M.S. *Ark Royal* sailed in to view Hamburg, some of the local population went on board to see the mighty Ark. The attractive *Andria Stiebo* and *Claudia Bollmei* were among visitors to the safety equipment display stand in the hangar.

With them are Naval Airman (TSE) Trevor Furniss (left) and Andrew Samuel. — See page 23.

The idea of curving up the front of the flight deck runway so that the Harrier could be launched on an upward trajectory was first published four years ago by Lieut-Cdr Doug Taylor, now serving in the MOD.

Later a test ramp was installed at the Royal Aircraft Establishment, Bedford. Many consider that the innovation could prove as important for the future of naval aviation as did the angled flight deck, steam catapult and mirror landing aid for the past.

An increased payload is one of the benefits for the already formidable Sea Harrier, but there are others too. — Feature in page 10.

TAMAR'S VICTORY CAKE TRIBUTE



A spectacular three-foot long replica of H.M.S. Victory built of cake and icing sugar was the tribute to Trafalgar Day of two Chinese cooks in H.M.S. *Tamar*.

Work on the model has taken most of the spare time of Chief Cook Li Cheung and Cook Leung Wing Wah during the past three months. Each gun, mast and anchor was painstakingly reproduced, as well as the immortal flag hoist, "England expects..." Even the plaque marking the spot where Nelson fell was incorporated.

The model formed the centrepiece for Hong Kong's Trafalgar Night dinner — held on October 20 because the 21st was a Chinese festival day.

Chief Cook Li formerly served in H.M.S. Bulwark and met Cook Leung when they worked together in H.M.S. Hampshire.

History was made at another Trafalgar Night dinner by the Director of the W.R.N.S. (Commandant Vania McBride), who at the Fife (combined Fife and Raleigh) wardroom became the first member of her Service to propose the toast of "The Immortal Memory." She had earlier opened new accommodation for Wrens.

Photo: Sergi Brian Lawrence, R.A.F.

Tax concession

Agreement has been reached with the Inland Revenue to allow Service house owners who live in Service married accommodation to retain tax relief on mortgage interest payments continuously as long as they intend to use the house in due course as their main or only residence.

House owners in these circumstances should contact their Inspector of Taxes to establish their own position under this concession.

This complements the four-year concession previously announced which will continue to be of benefit to house owners who move into private accommodation near their place of duty.

More 'Islands' to be built

Orders have been announced for construction of the Royal Navy's fourth Type 22 frigate and for two more Island class offshore patrol vessels.

The new Type 22, to be built by Yarrow (Shipbuilders) where the first three ships of the class are under construction, will like her sister ships carry surface-to-surface and surface-to-air guided weapon systems and will also operate the Lynx helicopter with its ASW torpedoes and air-to-surface guided weapons.

The two additional Island class vessels, ordered from Hall Russell Ltd., of Aberdeen, will carry out a number of patrol tasks, as well as assisting existing coastal fishery protection forces.

Guernsey ceremony

Meanwhile, H.M.S. *Guernsey*, fourth of the first five 1,250-ton Island class ships to go into service, was commissioning at Rosyth on October 26.

H.M. ships *Jersey*, *Orkney* and *Shetland* are already operational and by early next year H.M.S. *Lindisfarne* — last of the first batch — will have joined her sister ships patrolling Britain's offshore energy fields and fishing areas.

The *Guernsey* is the first Royal Navy warship to bear the name since 1801, although a sloop, ordered in 1861, and a destroyer, ordered in 1944, were to have carried the name but neither was actually built.

ATLANTIC 'LIFELINES' TESTED

NATO's ability to keep open Atlantic lifeline routes was put to the test in Exercise Ocean Safari 77 in which more than 7,000 men, 60 surface ships and submarines, and 250 aircraft took part in late October.

Key part of the exercise was the passage towards the English Channel of a number of supply ships. One group, having crossed the Atlantic, was joined in the Eastern Atlantic by another small one and then made for the Channel in the face of attacks from "enemy" surface ships, submarines and aircraft.

The exercise included attacks from H.M.S. *Ark Royal's* strike / attack aircraft on "enemy" ships, as well as targets in Europe in support of Allied Command Europe.

Continued in back page.



Pride of the Corps — See centre pages

H.M.S. Ardent, the seventh of the Royal Navy's Type 21 frigate, was commissioned at Devonport on October 14. Built by Yarrow Shipbuilders on the Clyde, the Ardent was berthed close to two of her sister ships, Antelope and Ambuscade.

Lowestoft

The honour of helping the captain's wife to cut H.M.S. LOWESTOFT's commissioning cake fell to Junior Lieutenant Gordon Hope (17) after the redecoration of the ship in Portsmouth Naval Base. Mrs. Susan Smy is the wife of Cdr. T. J. Smy.

At the ceremony were several Lowestoft veterans, including four men who served in the coal-fired, four funnel cruiser in the 1920s, and three others who served in the Second World War Lowsestoft.

Olympus

A section of the commissioning cake baked for H.M.S. OLYMPUS was taken by the chiefs, LCK Taylor and Ck Forth, to the Devonport Fields Hospital after the submarine's commissioning ceremony at Devonport. It was eagerly received by the patients in the children's ward.

The cake had been cut by Mrs. Sandra Harris, wife of the com-

manding officer, Lieut. John Younger, member of the ship's company, OS Philip Brown (18). The Olympus is joining the Second Submarine Squadron and, after work-up in Scotland, is due to go to Canada for a running period.

CRAZY GOLF

Playing golf with square "balls" is certainly unusual—but it's not unique... This is the story of Stephen Harris and LS Terry Thackray playing golf on the deck of H.M.S. Tartar, which was published in at least one national newspaper, so it was seen by a good many people, including Sir A. Stokes, who is on the staff of the Royal Recreation Officer at Devonport.

He sent to Navy News an extract from "The Clubswinger" dated 1 January 1973, which begins: "The Royal Navy has invented the square golf ball, thanks to H.M.S. ESS3." The article goes on to tell of golfing enthusiasts on

While a Royal Marines Band played in the warm sunning the principal guest, Vice-Admiral R. P. Clayton (Controller of the Navy) was welcomed by the ship's commanding officer, Cdr. Anthony Provost, among other guests at the ceremony was Mr. Roger Hooke, of St Isaac Cornwall, who is the only survivor of the previous H.M.S. Ardent, which was sunk by the German battleship Scharnhorst in 1940.

Cdr. Nick Barker, whose father commanded the Ardent and went down with the ship, was also present.

After the commissioning cere-

mony and inspection of divisions on the jetty alongside the ship, the traditional cake cutting was performed by Mrs. Provost and the youngest member of the ship's company, 17-year-old Junior Electrician Kiki Vickers.

Cdr. Anthony Provost, commanding officer of the ship H.M.S. Ardent, points out a feature of his ship to Mr. Roger Hooke, the only survivor of the previous Ardent.

Walkerton

After a four-month refit at Devonport H.M.S. WALKERTON was welcomed back to the Fleet with a service of dedication at Britannia Royal Naval College, Dartmouth. The Walkerton is based at Dartmouth, where she is used to teach navigation and basic seamanship to officers under training.

On another occasion the commanding officer and crew of the Walkerton were pleased to welcome on board 16-year-old Tina Carreyett, of Bristol, who was the first youngster in the world suffering from cystic fibrosis to become a member of the Girls' Nautical Training Corps.

DAEDALUS DARTS

Trevor Baker, the Southern Television weather man, presented prizes after the finals of the H.M.S. Daedalus Caravan Park Social Club's darts competition. The event was organized by Andy Rowland and his wife Lilie. The evening included an exhibition match in which three players from the Super League played a team from the club. The visitors won four-11h instead of conventional darts—and won!



STORY OF THE WAR

"Of all the 'orrible things this 'orrible war' as done, these 'orrible women are the 'orriblest'—or so a chief petty officer is supposed to have said of the Women's Royal Naval Service. Yet when the war ended he was very reluctant to part with 'his' Wrens."

To mark the 60th anniversary of the formation of the Service, a special exhibition "The Wrens 1917-1977" opens to the public at the National Maritime Museum, Greenwich, on Thursday, November 3, after the official opening ceremony the previous day by Admiral of the Fleet Alistair Mountbatten. It will remain open daily (except at Christmas and on New Year's Day) until Easter 1978, and admission is free.

Included is material from private and official sources covering both wars, and peace-time roles, the Women's Royal Naval Reserve and foreign women's naval services.

STAMP COVER

Another way in which the 60th anniversary is being marked is by the issue of a stamp cover from November 29. This will include pictures of Wrens from 1917 and 1977 and reproduction of badges. Some will be signed by a Wren of the First World War and the present Director Wrens. Prices are: Plain, 40p; single-signed, 87p; double-signed, £1.67. They are available from the Philatelic office, R.N. air station Yeovilton. Postal orders and cheques should be made payable to Fleet Air Arm Museum (s.a.e. required).

Trotting out the truth!

Have you ever tried getting a horse to trot fast and then control it at speed to prevent him from chattering or galloping? If not, take it from the horse's mouth, it's the horse and not the driver who decides the action.

Two horses—one stubborn the other impetuous—starred in a NATO-sponsored trotting race, a

big event in Naples. Their drivers, Cdr. Bryan Johnson, secretary to Vice-Admiral R. D. McDonald, Chief of Staff to the Commander Allied Naval Forces, Southern Europe, and Cdr. Tony Lamour, the Headquarters, Southern Commandant at NAVSOUTH, reported that they were given no reason to suspect that they would not be in two months in control during the two months of hand training.

The moment of truth came on the day of the race when Cdr. Johnson's horse, despite frantic attempts to control it, decided to follow the other seven to his own pace. Cdr. Lamour's horse, however, decided to follow the other seven to the start, ignored both trainer and driver, took control—and to the delight of excited spectators—finished second.

Clyde Base visitors

The Second Sea Lord, Vice-Admiral Sir Gordon Tait, met officers and men involved in training submariners who have visited the Clyde Submarine Base. He visited the R.N. Polaris School, the submarine command team trainer, nuclear submarine control trainer, and Faslane maintenance room. He and later visited H.M.S. Renown.

Before leaving the base the Admiral drove to the Churchill Married Quarters Estate, where he visited the Sailors and Families Advice Bureau.

Other recent visitors to Faslane have included Vice-Admiral B. Vidler, Commander-in-Chief, Fleet, Royal Netherlands Navy,

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CEMI, D. J. Howarth, 10 Moss, H.M.S. Bane Head (Eskdale), Portsmouth. Will swap for any Portsmouth shore base or ship.

WTR, S. Fisher, 62A Park Street, Weymouth, stationed Portland. Will swap any for any Portsmouth ship establishment.

STWD, C. Thwaites, 41 Moss, H.M.S. Bane Head (Eskdale), Portsmouth. Will swap for any Portsmouth ship or shore base.

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signing boat on the SMI (Gosport) or any other ship or shore base.

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SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant draft.

Devonport shore base or ship in refit.

MEMI, (AMC), P. C. Davis, H.M.S. Devonport, shore base or ship in refit.

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FILMS FOR THE FLEET

Movies on the move

Transportation has always been a favourite theme of the movie-makers — and never more so, it seems, than today, with six of the 11 films in the Royal Naval Film Corporation's latest list of releases featuring trains, boats, planes — or cars.

The four-wheeled variety is the subject of three films in the list, and the three other modes of transport "star" in one each.

For the second month in succession there is a broad spectrum of adventure, drama and comedy in the 11 films released.

The List

Here is the full list:

The People That Time Forgot

(A) — Patrick Wayne, Doug McClure. An expeditionary force sets out to find a lost world thought to be shut off by a wall of ice and roamed by beasts unknown to science. Brent Walker, No. 399.

The November Plan (A) — Wayne Rogers, Elaine Joyce. What appears to be a simple homicide case in Los Angeles in the 1940s turns out to be part of a far-reaching conspiracy to undermine the United States Government. CIC No. 580.

Mayday at 4,000 Feet (A) — David Janssen, Don Meredith. A Mayday call is sent from an airliner after a bullet fired from a revolver wrecks the hydraulic system. Columbia-Warner, No. 501.

ROYALS IN NATO

How the Royal Marines have adapted to the requirements of operations in the Northern European Command is shown in a new 15-minute training film, "A785 Commando Forces NATO," which is being previewed in London on November 16.

Designed for use within H.Q. Commando Forces as a briefing for visitors and trainees, the film shows the operations of R.M. units allocated to NATO. Copies can be obtained by notifying the Director General of Naval Manpower and Training (Film Section), Ministry of Defence (N), Room 220, Archway Black South, Old Admiralty Building, Spring Gardens, London, SW1A 2BF.

Gone In 60 Seconds (A) — H. B. Halicki, Marion Busa. A team of skilful professionals aims to steal a car in less than

a minute. Brent Walker, No. 502.

The Car (AA) — James Brodin, Kathleen Lloyd. A huge black car with no driver discernible at the wheel, terrifies a small township. CIC No. 503.

Smokey and the Bandit (A) — Burt Reynolds, Sally Field. Comedically about the smuggling of goods across the U.S. State Line by means of a trucking rig and a decoy fast car. CIC No. 504.

Island in the Stream (A) — George C. Scott, David Hemmings. From the novel by Ernest Hemingway about a loner who spends most of his time aboard his fishing boat in the waters off the Bahamas and how he becomes involved in the entry of refugees to Cuba in 1940. CIC No. 505.

Airport '77 (A) — Jack Lemmon, Lee Grant. A luxury jetliner is hijacked on the way to Florida, crash-lands into the sea and sinks, the main body of the aircraft remaining intact. CIC No. 506.

I Will ... For Now (X) — Elliott Gould, Diane Keaton. A divorced couple who agree to a trial reconciliation take the advice of a marriage counsellor and book in at a research clinic

in California. Scovia-Barber, No. 507.

Victor Frankenstein (AA) — Leon Vinnik, Nicholas Clay, Stacey Durning. A new and more gruesome version of the Frankenstein horror-adventure story. Viscom, No. 508.

The Cassandra Crossing (A) — Sophia Loren, Richard Harris. When a pneumatic plague carrier boards the Transcontinental Express leaving Geneva for Stockholm, plans are put into operation to restrict the spread of the disease. Fox, No. 509.

Barbers Beach combines beauty and menace as a Russian agent who teams up with James Bond in "The Spy Who Loved Me," which has been ordered for the Fleet by the Royal Naval Film Corporation.



HOLD YOUR TEE-SHIRT DOWN, SPORT!



LEHM Tug Wilson collected a unique autograph when Ralf Harris paid an impromptu visit to Gibraltar's Rocke Club.

The Australian entertainer, on the Rock for a cabaret appearance during the Miss Gibraltar beauty contest in St Michael's Cove, penned his name, personal message and a lightning self-portrait across Tug's tee-shirt.



Ralf also left his mark when he spent an afternoon with his wife and daughter on board H.M.S. Andromeda, Gibraltar guardship at the time.

During a tour of the ship he drew pictures on the bulkheads in the 'shockers' mess and the after P.O. mess. Later the new Miss Gibraltar, Lourdes Holmes, on the left, and the new Miss Gibraltar, Lourdes Holmes, on the right, visited H.M.S. Yarmouth at Gibraltar with her first princess, Gisele Arnes.

Eighteen-year-old Lourdes (24-27-36 for the mathematically-minded!) had one big thing on her mind beside the attentions of Junior Seaman Whitaker — the preparations for the Miss World contest on November 17.

Contributing to the enthusiastic reception the girls naturally received on board the Yarmouth was AB Thomas, on the right. Pictures: Gibraltar Tourist Office.

EXTRANEOUS DUTIES INC.

CASTING STUDIO



EXTRA, EXTRA, READ ABOUT IT!

DRAFTY'S CORNER

What is Drafty on about? What are "Extraneous Events"? We all know there are all sorts of events, including coily-named "happy events," but extraneous events?

The dictionary says that extraneous means "of external origin, not naturally belonging, foreign." If you seize upon the last word and start thinking about events abroad you will generally be on the wrong track (unless you consider Scotland as abroad). The clue is in the first parts of the dictionary definition, because our Extraneous Events are functions which are outside the mainstream of naval activity — odd jobs, if you like, for which we provide person-power.

Have a look at the list on this page. There is a wide variety of jobs which will appeal to many different people.

Do you enjoy being admired by the girls as you display your muscles and your athletic prowess? Then try the R.N. Display Team or become a field gunner. Do you enjoy messing about in boats? Then how about getting a free ticket to one of the boat shows? Anyone for tennis? Ratings are needed at Wimbledon to control entry to the stands — and they have time to watch the matches.

Do you enjoy the Navy? Well, let's put the question another way. Are you a fine upstanding example of a naval rating who could persuade youngsters that they would enjoy the Navy? If so, how about

joining one of the recruiting exhibitions or the Helicopter Presentation Team?

Would you enjoy the summer in the far north-west of Scotland? There is an annual Cadet Summer Camp at Loch Ewe for which a naval staff is needed.

Would your family like to see you on television? There are several big parades in London in which the cameras may dwell on you as you stand rock-like and impassive (or even more certainly if you should be unlucky enough to lie flat in the road after fainting). Many of the other events mentioned here are covered by television and members of their teams have been featured on such programmes

as "Blue Peter" and the "Generation Game".

One thing that all these events have in common is that they are different from ordinary naval life: they are away from naval routine. They are also important because, in one way or another, they present the Navy to the general public. They are generally hard work and often involve working in the evenings and over week-ends.

So, do you want a change? Something interesting to do for a few days or months, or even for a year? If you would like to take part in one of the events on the list, put in a request about four to six months before it starts. If your commanding officer can spare you he will either forward your request (on a Form C240 please) to H.M.S. Centurion, or to the Commander-in-Chief or Flag Officer who is responsible for co-ordinating the manpower. However, if you are due for draft your commanding officer would send your request to H.M.S. Centurion asking for drafting clearance — and we will then do what is necessary.

Exercises

There is one other sort of extraneous events which are not listed here, because they are classified. These are the big NATO and national exercises, for which headquarters require reinforcements so that they can operate around the clock in their war-time role. Some of these headquarters are abroad — Naples, Gibraltar, Bermuda for example — in places which you may have little chance of visiting normally. The communicators provide the lion's share of exercise reinforcements, but there are billets for many other categories, both male and female.

Apart from watchkeeping for about a fortnight, there should be time for sight-seeing and studying the local culture. So why not volunteer? Details are published in a classified document known as the Exercise Diary, which is held by all the main establishments.

DATE	EXTRANEUS EVENTS
Dec-Mar	*Loan to R.N. and R.M. Careers Service — Volunteers should apply for one of the models shown and will be required to work in a Careers Information Office usually near their home, and to assist at exhibitions in that area. Recruiting Displays and Exhibition — Manning mobile General Service, Fleet Air Arm and Submarine Service displays, including mobile models of ships, aircraft and submarines. Travel around the country. Normal shore drafts, normally one year or more. *International Boat Show — London. *Birmingham Boat Show. *Ideal Home Exhibition — London. Biggin Hill Air Fair, Kent. Mostly FAA ratings provided by FONA. Part of the Battle of Britain Celebrations. *Wimbledon Lawn Tennis Championships. *Cadet Summer Camp — Loch Ewe. *Royal Tournament — Field gun crews and administrative party — including officers, messengers, medical, regulators. Sometimes also a party for a special display. R.N. and R.M. Schools Helicopter Presentation and General FAA ratings. Travel around the country by helicopter and by road, visiting a variety of schools. Annual National Service for Seafarers — St Paul's Cathedral, London. Field of Remembrance — Westminster Abbey. Festival of Remembrance — Albert Hall, London. Lord Mayor's Procession — London. Westminster Cathedral Service. Westminster Abbey Service. R.N. Display Team — Mainly the Window Ladder display. The team attends shows around the country and sometimes abroad. *Scientific studies at Institute of Naval Medicine, Alverstoke. *Tests at Chemical Defence Establishment, Porton. *These events are advertised in DCIs which include details of how to apply.
Mar-Jun	
Jun-Jul	
Jul-Aug	
Jul-Dec	*Ratings are required as "guinea pigs." Extra pay between £2 and £4 per day can be earned. *These events are advertised in DCIs which include details of how to apply.
Oct	
Nov	
Mar-Jan	
Feb-Nov	*Ratings are required as "guinea pigs." Extra pay between £2 and £4 per day can be earned. *These events are advertised in DCIs which include details of how to apply.
Jun-Jul	

The day Drake went on draft from Excellent to Centurion . . .



Drafty certainly receives some odd requests . . . The latest "draft draft" involved four ratings — two ducks and two drakes — who had to be drafted from H.M.S. Excellent to H.M.S. Centurion, where they were to begin a new life on the most surrounding the old Fort Rover. The most is in the grounds of Centurion and H.M.S. Sula and is popular with members of the R.N. and R.M. Angling Association.

The draft was duly authorized with orders being made out in the names of

Leading Airman Drake, Wren Webfoot (pilot's mate), Leading Airman Mallard, and Wren Air Mechanic Waddle. With RPO Quack signaling the movements authorization and a signal going out to the effect "Most Patrol Activated," the ducks knew they had really arrived! The duty duck handlers were MAA Nancy Sandifer, CPWS Derek Jester, and the two Wrens pictured above, Cherry Dedow and Suzanne Davies.

Picture L/Wren (Photo) Glyne Shaw

Sandpiper enters in style

H.M.S. Sandpiper found herself in stylish company (right) when she berthed in St Katherine's yacht haven, London, for her commissioning ceremony. The Mayor of the London Borough of Tower Hamlets was the guest of the London Division, Royal Naval Reserve, which is to operate the new patrol vessel.



Picture C/P/M/S & Associates

No. 264

Following in the tradition of Shackleton

In 1915 she was trapped by ice in the Weddel Sea and eventually crushed and sunk. Sir Ernest and his crew travelled by open boat to Elephant Island, from where he made his epic voyage in one of the *Endurance's* open boats, the *James Caird*, to South Georgia.

After an incredible crossing of that island on foot the party was able to organize help for the men still stranded on Elephant Island, not one of whom was lost.

The present *Endurance*, which was re-named in June, 1968, by the Hon. Alexandra Shackleton, granddaughter of Sir Ernest, has three boats named after the boats of Sir Ernest's vessel — James Caird, Stancomb Wills and Dudley Docker.

The *Endurance* was originally the Danish vessel *Anita Dan* and is specially constructed for operation in ice. She replaced the former ice patrol ship H.M.S. *Protector*.

With her bright red hull, for ease of identification in the ice, and the unusual but regular nature of her work, she is certainly different — which perhaps accounts for the number of her officers and ratings who volunteer for duty in a little-known part of the world.

During her six-month deployment, spanning Christmas, the *Endurance* supports the British Antarctic Survey during the polar summer and provides a valuable "presence" in the South Atlantic, where she also undertakes hydrographic and scientific tasks.

BACK TO

The ship carries two full survey teams, one of which is capable of operating as a self-contained detached unit.

The two load-lifting, passenger-carrying helicopters are adapted for survey work and a major role in the Antarctic is vertical photography for such tasks as charting coast lines and checking the growth of glaciers.

Meteorology is an important aspect of any work in the Antarctic and apart from receiving weather information the ship also reports into the international system and to other met. stations in the area.

Some of the work is complementary to and in support of that of the British Antarctic Survey, whose bases range from the large one in South Georgia to small detached groups of scientists in the more remote new bases such as Adelaide Island.

As the former¹ Danish ship *Anita Dan*, the ship — re-named for the Royal Navy in 1968 — was specially built to work in ice.

A feature of her design is that

she can be controlled from the crow's nest to give long views over the ice.

She has since been modified to include flight deck, hangar and workshop facilities; more accommodation; heavy-lift boat davits; satellite meteorological and navigation terminals; equipment for deep-water sampling; and modern echo-sounding gear.

Defence cuts in recent years have led to speculation about her future, but there has been no decision about future deployments.

Her 1977 summer refit, the second successive one at Chatham, included work on the diesel generators, auxiliary machinery and valves as well as the usual "big paint job."

Care has been taken to ensure the *Endurance* is fit for a task which means she will have no docking and repair facilities for several months.

As the ice ship heads south via South American ports the ship's company will no doubt be musing on one disadvantage of an other-

wise fascinating and rewarding trip — Christmas away from home. The supply officer will already have planned the menu for

December 25 and everyone will have bought and wrapped Christmas presents for those they leave behind.

H.M.S. Endurance with one of her Wasp helicopters.



Displacement: 4,000 tons. Length: 300ft. Beam: 46ft. Draught: 17ft. 6in. to 19ft. Aircraft: Two Wasp helicopters. Armament: Two 20mm Oerlikons. Main engines: One B and W 550 VTBF diesel; 3,220 lhp; one shaft. Speed: Maximum 14.5 knots, cruising 12.5 knots. Complement: 128 (17 officers, 111 men, including small Royal Marines detachment).



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[illegible][illegible]

Kingfisher killicks

No-one would have expected last month's killick claim by H.M.S. Wasperion to remain unchallenged. In response to an earlier claim from H.M.S. Bickerton, the Far East-based Wasperion had boasted of the 11 leading hands in her ship's company (not counting the dog).

But H.M.S. Wasperion has swiftly swooped in to attack the "record" in a novel way, pointing out that she "must surely have the greatest percentage of leading hands in her ship's company."

The Kingfisher goes on: "It has been calculated, that the Wasperion's total percentage is but 12/34 (35.3 per cent), whereas the Kingfisher has 9/24 (37.5 per cent). This must surely be unbeatable."

And the Kingfisher sends the picture (right) to help substantiate her claim. From the left the leading hands are, LSTMD B. A. Kay, LSTMD J. R. Warwick, LSTMD M. Golden, LSTMD M. Pinder, LSTMD J. T. Thos, LSTMD M. Ross, LSTMD C. Preston, LSTMD G. T. Waterman and LSTMD G. Anderson.



THAT VOTE!

I have read with anger the full implications of the Servicemen's wife being classed as a Service wife.

I have always felt indignant at having to get a responsible person to attest my declaration, but have swallowed my pride to allow me my constitutional right. However, I do feel that extending the "second-class citizen" role to my wife is going too far and have, as a consequence, not returned any FVote (voting at all).

Well done Anne Stephens. You are not alone, and may the ghost of Emily Parkhurst be with you.

N. E. Whiting
COEMN

H.M.S. Renown.

Who gave my permission to be treated as a second-class citizen? I am a house-owner in my own right and have voted at every election. What makes me see red is that, because I am married to a Serviceman, I must accept the legislation and nothing what can be done about it.

But I have no intention of becoming a Service wife and am contacting my M.P. That is the point I voted for in the past.

Service wife

Capur,
File.



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LETTERS TO THE EDITOR

EQUALITY AND THE MALE NURSE

On returning from a secondment I caught up on recent issues of Navy News which contained the continuing saga of female equality in the Service, even to the extent of drawing their tot on "Splice the Mainbrace."

With the rise of female equality in the Service, surely men have a right to expect equal opportunity with women in the Medical Service.

- Naval nurses train for a statutory nursing qualification. Medical assistants (except a small number) do not.
- Direct entry female registered nurses join as officers. Their male equivalents do not.
- Female registered nurses trained in the Navy can be selected on their professional ability for the nursing officer structure. Males cannot.

To those in management who read this and say that male registered nurses can be commissioned through the Medical Services officer structure, I say we cannot afford to have highly trained men developing administrative skills which they will either not use, or if they do, will take them away from their professional environment. Such time is better spent in further professional development.

Furthermore, we can ill afford to have medical assistants and above spending a large part of their Service life ashore involved in administrative chores. Their time should be spent in gaining qualifications and skills so that they may provide the Fleet and Commando Forces with first-class medical care.

Should not the first step in equality of the sexes in the Service nursing profession be the selection on professional ability of male registered nurses and their commissioning into the QARNNS?

James W. Sharp
Med. Tech (IN) (Cdo)
R.N. Hospital
Stonehouse, Plymouth.

● It is no secret that among male ratings of the Medical branch grievances are held over what is seen as inequality in several respects.

On one of the points raised, we were told that medical assistants can volunteer and are accepted for SEN training, but that not all MAs want to train as SENs.

The view was expressed that if the Service recruited direct entry male SRNs into the officer structure, serving Med. Techs would consider it most unfair and that it would not help the present situation. For promotion of Med. Techs to officer status are being examined, but there are many avenues to be explored.

It was wrong, we were told, to say that Med. Techs who are promoted to Medical Services officers no longer use their professional expertise. With two exceptions, the last 15 Medical Service officers promoted were serving in their various specializations, and this could be the generally accepted pattern for the future. — Editor.

Peking your pardon

Regarding the spelling of Peking, mentioned in August, Peking was the name of the ship when she arrived at Rochester in 1932, to be converted to the Arcthusa. I have a newspaper cutting, and photograph of some of the people on board her.

J. Cannon
Ex-R.N., Chatham

As one of the famous Flying P ships, the Peking carried the German version of the city and thus it remained Peking and not as we know it.

T. P. Stophard
Lieut (RSC) R.N.R.

Huddesdon,
Herts.

In answer to the query about the name on the stern of the Arcthusa training ship, I have a snapshot of the vessel in Chile in 1925. She was sailing under the German flag, rigged as a four-masted barque and the name Peking on the port bow is just discernible. So maybe the "g" did drop off the stern at some time.

W. J. Vandenberg

Tilburst,
Reading.

Montague Whalers galore



A friend showed me a picture in Navy News of a Montague Whaler under sail, and I thought you would be interested to know that the whaler is very much alive and well in New Zealand. H.M.N.Z.S. Tamaki, a training establishment which includes the Seamanship School, has among its boats ten Montague Whalers which are used for general seamanship training, sail training, pulling training and pulling races.

Recently a leading seaman on a promotion course pulled a whaler over a 19-mile course in about six hours, an idea borrowed from the R.N. Seamanship School voyages round the Isle of Wight.

The R.N.Z.N. Sailing Club invites visiting ships of the Royal Navy to race against the club when ships visit Auckland. Some R.N. sailors may welcome the opportunity to race again on Montague Whalers.

Commanding Officer,
H.M.N.Z.S. Tamaki,
Auckland, New Zealand.

R. A. Riddell
Cdr, R.N.Z.N.

Wrens . . .

I was interested in the article and photograph headed "Wrens Man Barge" (September), but would point out that this is nothing new. The so-called "barriers" fell many years ago, and I have a photograph and newspaper cutting from 1955 to prove it.

As "captain" of H.S.L. Rosie I had many happy trips in and around the Marsey for Navy Days, regularly had twice as admirals' wage. My crew were Wrens, and my coxswain was a Wren, the only males being in the engine room.

Cassandra H. Sutherland, R.D.
2nd Officer, WNRN(Ret)
Male, RNNS, Angley unit
Llanrhy,
Caerns.

. . . and

I served in the Royal Navy during the war and remember that Wrens' boat crews were a unique feature of the ports I visited, especially Plymouth. They manned heavy boats but in your issue (September) did not have much to help them.

D. K. B. Johnson
Clipperton,
Wilt.

. . . barges

"Your Wrens man barge" report reminded me of a Wren Cox during the war and an old dockyard steam boat manned by Wrens, with male stokers. All I know of the Cox is that her name was Jean and she had just got her first G.C. badge.

They were required to take replacements out to a destroyer at Spithead in a Force 9 gale, with an air raid in progress and at sea.

Having served 28 years in the Royal Navy, I have seen a few above the call of duty, some fatal, some assisted by rum and some great admirers of our lady's machine.

F. H. Woodgate
Ex-A.B.

Sholing,
Southampton.

Pictures from

■ Russia

I was in H.M.S. Kent in 1918 when she sailed from Devonport for Hong Kong and later went on to Vladivostok, where we were frozen in for three months.

A Russian general gave the ship a brass plaque which was set in place in St Paul's Cathedral or Westminster Abbey in the latter I have always been given to each member of the ship's company.

At sea with the Second World War and, although I was later able to get medals either in St Paul's, the photograph is irreplaceable — unless this is read by someone who was in H.M.S. Kent at the time and still has the picture.

D. E. McKenize
77, Westfield Road,
Southsea, Hants.



BARBARA BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Greetings from a blue parrot!

Firstly, may I through your columns offer greetings to all my old shipmates of the first commission of H.M.S. Arcturion (1965-67).

Secondly, I write to reassure all my fellow sea men who have recently been obliged to follow the anchor that life on dry land is not without its compensations.

Although (like some other naval categories) it is now ten years since my last sea draft, I still enjoy a bit of sea time and attended the Jubilee Review of the Fleet in a 27-foot skiff from which I squawked "God Save the Queen" as the Britannia went by, and carried out a close inspection of my old ship.

I was, however, surprised to find that the turret beneath which I used to find shade in South America, West Africa and Gb, had completely disappeared!

I am now over 30 years old (70 in human terms) and my three badges (lost in the rare occasions) were perfect and I can still chuckle like the Cdr. WE

(John Amos), speak a word of Cantonese taught me by the captain's steward, PO (now CPO, ret.) Lee Wah, and whistle the favourite song of L.C.K. Jones, who shared my galley in H.M.S. Dryad in 1968.

I am currently learning to say "Saucy Army" in time for the 20th anniversary of that festive event, Belle Poule Day on June 17, 1978.

My port and starboard plumage is as bright as ever, and I get airborne every morning to work up an appetite for carrot, bacon, egg, toast, marmalade and coffee (Brazilian, of course). I yarp like a Dachshund, while at visiting girls and sing like a whole gardenful of Saxons birds. Yes, life ashore suits me fine.

Ying Moe
Able-bodied blue-fronted Amazon parrot
Chympling, Littlehampton,
Sussex.

SIPPERS IN THE CRYK

I am nearly 58 and to men of my generation pets were a part of the way of life in the Royal Navy. Not all of them became famous, but they did add a bit of fun to our lives.

When I was serving in the flotilla leader, H.M.S. Quilliam, in 1943 there was a dog of undetermined breed named, I think, Sippers. One of his favourite larks was to run barking along the upper deck when any vehicle passed on the jetty to the rare occasions we were alongside.

Once he got too excited about passing Army lorries, failed to slow down, and went right through

the "bulfring", finishing up in the city, dirty water before. We soon cleaned him up and he was still doing the same sort of thing when I left the ship several months later.

Another dog I well remember belonged to a master-at-arms in Malta in 1958. This dog, known as Heinz for obvious reasons, was a lovable rascal and was one of a number of pets, including a cat and some badgers. Happy days.

A. J. Spilstead
Ex-CPO
North End,
Portsmouth.

The Russian stowaway

Your items about animals (October) have brought to the surface a memory I would like to lose but cannot.

During the Second World War I served as an SBA and at one time was the tidy aboard the destroyer Minkster. While we were at Polyarnaya, Russia, a dog was brought aboard — a truly beautiful animal like a wolfhound/Alaskan in appearance — and he didn't take long to become a firm favourite with the crew.

After a few days at sea on the homeward run the dog was "discovered" and the man who had brought it aboard was asked to own up. The quarantine rules were quoted and I believe the months' keep in the quarantine pound.

As far as I can remember the dog owned up and a proposed whip-round for the quarantine period met with little enthusiasm. It was also announced

that if this failed then the dog would have to be destroyed. I gave the anaesthetic and the doctor gave an injection. The dog was looking up from the sick bay couch, his eyes alive with friendship and he gave gentle waves of his tail right up to the moment he died.

The man responsible for bringing the dog on board had by his stupid and irresponsible action forced me into assisting in the murder of a healthy, affectionate animal. I cannot see it in any other light, and because of it, I have no sympathy for people who smuggle in their pets and when they get caught.

I hope that the present ships' pets can be found safe and happy afterwards ashore.

E. T. Colvin
Mortlake,
London SW14 8HB.

■ Tickler Tin, farewell

Reading the article "Guzz Garage" (October issue), it would appear that another ancient custom and call will be lost for ever.

In my days in the Royal Navy (1934-46) — and with dry

dock open to all the elements — there was the age-old call "Look out below — shaving water" and the familiar "Tickler Tin" left handy by an open port.

G. J. Richards
Ex-PO STO
Canby.

Illustrious

■ bell

Having served in H.M.S. Illustrious from 1939-43, I well recall the action in 1941 in which her bell was damaged, and was interested in your item "The day the Duke saw double" (July).

I am also interested in what has happened to the solid silver bell, subscribed for by the workmen of the Portsmouth Navy yard, Virginia, U.S.A., when her refit was completed as Project 103.

As your article states, the original damaged bell took two men to lift. The solid silver replacement, a beautiful bell with perfect tone, weighed about one-and-a-half hundredweights and at today's silver price must be of considerable value. I have a photograph of the two bells side by side taken up on the presentation of the silver bell by the Navy Yard officers in December 1941.

It would be interesting to

know what has been done to ensure this bell becomes part of any future H.M.S. Illustrious and, in the meantime, is given suitable protection.

Eric F. Biggs
Cdr E.O.(L), R.N.(Rtd)
Shirley,
Suffolk.

● The second of the Royal Navy's new anti-submarine cruisers is to be named H.M.S. Illustrious.

■ Belfast film

I am making a documentary film for B.B.C. Television Northern Ireland about H.M.S. Belfast and should be very glad to hear from former officers and ratings who served in her, particularly those at present living in Ireland.

Kenneth Savidge
Producer, Television
B.B.C.,
Broadcasting House,
Grosvenor Avenue,
Belfast BT2 8HQ

No cash yet for Peak Lane centre

The married quarters at Peak Lane and Ranvilles Lane in West Fareham house only a small proportion of the quarters occupants of Portsmouth area and it is realized that, because of their location, these estates will not get any larger.

But we do follow the general pattern of almost all human beings in that we wish to belong

to a larger group of homo sapiens rather than keep ourselves to ourselves and the next door neighbour (so to speak).

We are lucky in already having a good community spirit going, but we lack the basic requirements of any community in that we do not have a general meeting place where people can gather and relax in a social atmosphere.

I have been told that a community centre is on the way, but we need something done now, not in five or ten years time. It's a small price to pay when the benefits to the community are realized. The centre could house the planned play group and serve many other uses. It is a logical step forward when the location and general lack of amenities in the entire area are considered.

Peak Lane,
Fareham.

G. E. Smith

● While a community centre would undoubtedly be an asset for these estates, this is very much a question of cash availability and priorities, we are told. Last year a centre was opened at Hilsea serving more than 500 quarters and the next priority in Portsmouth area has to be Eastney, with well over 1,000 quarters. The Farneham estates, serving over 250, would seem to come next claim after that. — Editor.

NEXT TIME YOU SIT DOWN TO FISH FINGERS



spare a thought for the twins

They lost their mother. And their father, a traveller-man, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or denied.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.



KGFS

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More letters
in Page 38



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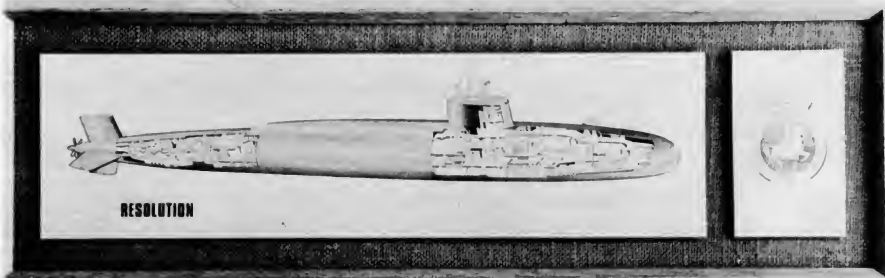
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History comes to the surface

DIVERS TO SAVE NILE TEMPLE

A Royal Navy team started diving into history again last month when they arrived in Egypt to help save an ancient monument from the waters of the Nile.

Earlier this year another team completed the stone-by-stone salvage of the Gate of Diodetian from the submerged island of Philae, near Aswan.

This time the target is also a Roman ruin in the same area — the Temple of Augustus Caesar, built in 12 B.C., and probably the earliest Roman monument in Egypt.

Both monuments were flooded after the completion of the Aswan High Dam and the divers, working in co-operation with Egyptian counterparts, have until next April

to raise the temple. It will be re-erected next to the Gate of Diodetian and other monuments from Philae on another island, Agilkia.

The operation is being financed by UNESCO, through the Egyptian Ministry of Culture.

Team leader Lieut.-Cdr. David Bartlett and his deputy, CPO Diver Joe Maher, will remain at Aswan for the whole of the operation, but the six other divers who left with them from H.M.S. Vernon on October 1 will be replaced this month.

The six-week rotation will continue throughout the operation, giving about 40 divers, many of them teenagers, superb experience in ideal conditions.

Three of first team are 17-year-olds — Scamman Divers Graeme Hall, Dean Harris, and Stuart Raffel. With them are leading Scamman Diver Anthony Foster and two brothers —

Scamman Divers Paul and Peter Baragwanath. Paul took part in the previous salvage operation as well as the clearing of the Suez Canal.

Working in about four metres of water, the divers are first having to clear about 5,000 cubic metres of mud before getting down to the "mucky gritty" of lifting the temple stones, which together weigh up to 3,000 tons.

Having marked the area and cleared weed and mud with compressed air, the team will use lifting hags to float the stones to the surface, where archaeologists will take over.

They will work a six-day week, with Fridays — the Egyptian sabbath — free. On their days off, the team plan to have a look around the rest of Egypt — viewing other ancient monuments!



Is it a bird... is it a fish? Taking to the air and, subsequently, to the water are SEA (D) Denis Harris and SEA (D) Stuart Raffel, two members of the Navy diving team now helping to save an Egyptian monument.

Looking on are (right to left in the panel) Lieut.-Cdr. David Bartlett, the expedition leader; CPO Diver Joe Maher, his deputy; LSD Anthony Foster, brothers Peter and Paul Baragwanath, both scamm divers and, in the water, SEA(D) Graeme Hall. In the background of this picture, taken by CPO (Phot) Tony Wilson at H.M.S. Vernon, are H.M.S. Brinton (left) and H.M.S. Ixston.

SHIP SWOPPING



Ship-swopping sailors (try saying that fast after a couple of pints!) must also swap cap lallies. Helping here to change the lallies of AB George Lambert and AB Michael Lay is the commanding officer of H.M.S. Hardy, Lieut.-Cdr. Bill Christie. H.M.S. Hardy — now the last Type 14 Blackwood-class frigates in service — commissioned at Chatham with the ship's company of H.M.S. Dundas, which has been paid off. The Hardy will take over the training duties formerly carried out by the Dundas for H.M.S. Vernon and H.M.S. Dryad at Portland.

New-style dressing!



Gentlemen: If you are tempted to use the old cliché, "What another new dress!" — forget it. The Queen Alexandra's Royal Naval Nursing Sisters have waited more than 20 years for this long version, modelled here by Sister Elizabeth Janet Hackett, of the R.N. Hospital, Plymouth. The classic style dress is in navy blue polyester tulle, has crisp white collar and scarlet cuffs piped in white.

Christmas in London

The Union Jack Club is offering a five-night Christmas holiday "package" for Service members who wish to spend the holiday in the capital. Cost from the time of evening meal on Friday, December 23, until breakfast on Wednesday, December 28, is £25 (children under 13 £12.50). This includes breakfast and evening meal daily and Christmas dinner on December 25. On Boxing Day there is a buffet / dance for members in the Gossaigne Rooms. Advance booking should be made in writing to the Union Jack Club, Sandell Street, London SE1 8UJ by December 16. Ratings are automatically club members without payment of a subscription.

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NAAFI EXCLUSIVELY FOR YOU



NOW IT'S THE SKI-JUMP!

Hawker Siddeley's revolutionary Harrier aircraft is popularly known as the jump jet, because of its ability to "jump" vertically off the deck. Now it's being called the ski-jump jet — following a casual remark made by a designer's wife who looked over her husband's shoulder and saw a curved line, resembling a ski jump, on his drawing board.

That elegant line, and the basic idea behind it, may be simple, but it represents a concept which could prove to be as important to future jet flying at sea as the angled flight deck, the steam catapult, and the mirror landing aid were to earlier naval aircraft.

A large model of the front third of a "modest-sized Harrier-carrying ship" appeared on Hawker Siddeley Aviation's stand at the Royal Navy Equipment Exhibition, Greenwich.

Like all these inventions the ski-jump concept is a British discovery and development. The idea was first published by Lieut.-Cdr. Doug Taylor in a thesis written at the University of Southampton in 1973. He came up with the idea of curving up the front of a flight deck

runway so that the Harrier the idea is only applicable to vectored - thrust vertical take-off and landing aircraft) could be launched on an upward trajectory.

He sought advice from Hawker Siddeley Aviation at Kingston-upon-Thames, where the design team led by Harrier chief designer John Forster saw the benefits and simplicity of the concept and immediately championed the cause.

Test ramp

The Procurement Executive of the Ministry of Defence supported theoretical analysis and computer studies in 1974-75, and funded a practical demonstration since 1976. This involved the design, by the HSA Kingston design team, and the construction by British Steel, Southwark, of a test ramp, which was installed at the Royal Aircraft Establishment, Bedford.

Hawker Siddeley's deputy chief test pilot, John Farley, first launched the Harrier off the test ramp on August 5, with the "deck" set at a modest six degrees. It can be adjusted to a maximum of 20 degrees, although the tests are not expected to reach this peak until mid-1978.

Ramps are now being planned for the Invincible, first of the Royal Navy's new anti-submarine cruisers, and the Illustrious, at present being built on the Tyne.

More than 70 launches were made from the test ramp in August, covering ramp exit

We have lift-off! Or should it be jump-off? A Harrier leaves the test ramp — set at six degrees — on the runway at R.A.E. Bedford.

speeds of up to 100 knots and with aircraft carrying three 1,000 bombs. Both single-seat and two-seat Harriers were flown off the ramp by Hawker Siddeley and R.A.E. test pilots. In October the angle was increased to nine degrees and some 20 successful launches carried out.

Benefits

The benefits of a ramp launch are said to be substantial. For example, a 20-degree ramp would enable an aircraft to carry more than 2,000lb of extra fuel or weapons, compared with a flat deck launch over the same deck run. Put another way it means that, at a given launch weight, the 20-degree ramp cuts the deck run by more than half. A 20-degree ramp would have an effect on a Harrier launch equivalent to at least a 30-knot wind blowing over the deck, so a ship equipped with a ramp

would not need to steam at high speeds to fly off her aircraft in calm conditions. And as a large carrier covers only ten sea yards per gallon of fuel when steaming at 30 knots for aircraft launch, this would result in considerable economy and extend the ship's endurance at sea.

From a pilot's point of view the ramp concept also increases safety margins. In the event of an emergency at take-off — should the engine nozzles fail to rotate downwards, for example — it has been calculated that the aircraft would land in the sea two — or a half seconds after leaving a flat deck at 90 knots and with a 20-knot wind over deck. The estimated time for the pilot to react to the emergency and successfully eject, is two seconds.

Nozzle rotation failure during a 60-knot exit from a 20-degree ramp, under the same conditions, would result in "splash-down" in six and a half seconds, but it is said that an alert pilot who jettisoned his wing stores early enough would stand a very good chance of getting away without a ducking!

Colourful record of Review

An original oil painting of the Silver Jubilee Review of the Fleet at Spithead is being presented to the Admiralty Board, and colour prints of it are now available to the public. The painting is by Captain R. S. Fisher, now retired and living at Blackheath.

One of his paintings features in the 1977 Royal Navy calendar. The idea behind the commissioning of the Review painting was to provide at reasonable cost a colourful record of the impressive day. H.M. yacht Britannia is seen passing, through the lines and among the ships on view is H.M.S. Birmingham (wearing the flag of the Admiralty Board).

The print measuring about 24in. by 16in., can be obtained from H.M.S. Victory souvenir shop, Portsmouth. (Details are contained in an advertisement in page 20).

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GRIN-ICH GROUP!



One of the attractions of the Royal Navy Equipment Exhibition at Greenwich was the Westland-Aerospatiale Lynx helicopter of 7001 Squadron, from Yeovilton, which was displayed with its homing torpedoes, depth charges, marine markers and other items which equip the aircraft for its two main roles of anti-submarine search and strike, and air-to-surface missile strike.

Other attractions included the Wrens who helped to staff the reception desk or worked on some of the trade stands! The Wrens and ratings pictured here during a break from their duties at the exhibition (from the left) AB Sheppard, LWREN A. Entikman, LS(M) D. P. Scroby, AB J. Lawrence, Wren T. Yates, AB(M) S. P. Hebditch, Wren J. M. Kirk, RPO K. H. Davies, Wren A. R. Woodhouse, LREG M. James, Wren S. Turner, LS(M) D. Dransom, and RO S. J. Skinner.

In all about 50 R.N. personnel were involved at Greenwich, where the R.N. Liaison officer was Lieut.-Cdr. J. C. Mather.

Plymouth visits Plymouth

A warm welcome awaited H.M.S. Plymouth when she visited Plymouth after the Fastnet Race, for which she was guardship. It was her first official visit to the city in 13 years.

During the busy week-end, when ties between the city and the ship were renewed, the ship's company, marched through the city. The guard, colour party, and four platoons were led by the Royal Marines Band of Flag Officer Plymouth.



HOME AND ABROAD

When H.M.S. Andromeda was guardship for the 132nd Dartmouth Royal Regatta, the ship's company took part in regatta events. They were knocked out in the tug-of-war, but did better in the Kiri Tiki raft race — thanks to the efforts of raft skipper, the Rev. Richard Thomas, squadron padre, and his crew of trainees on loan to the ship from H.M.S. Raleigh.

The Andromeda visited Palma at the end of September. She is thought to be the first British warship to visit the port for five years. Hospitality was overwhelming, the weather warm, and entertainment inexpensive. In all, it was said to be a great visit.

BULWARK'S BOOK

There is still time to buy a copy of H.M.S. Bulwark's final commission book. A few are still available (price £2) from the ship's supply officer.

Nuclear briefing

Rear-Admiral C. M. Bevan, Flag Officer Midway and Port Admiral Chatham, visited the Nuclear Department of Rolls-Royce Ltd., Derby, at the end of September, with Capt. A. J. N. Cooper (nuclear power manager) and Mr. P. G. F. Trubshaw (production manager).

After being shown around the manufacturing facilities by Mr. E. P. Harris, the manager of the Nuclear Department, the admiral presented the badges of the nuclear-powered Fleet submarines Superb and Sceptre, and of H.M.S. Valiant (the R.N. nuclear propulsion test and training establishment, Dounreay) to the department to go with the ship's badges on display in the foyer.

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VICTORY SERVICES CLUB

New chairman of the Victory Services Association is Rear-Admiral F. Brayne-Nichols, who has been a member of the Council of the association since 1967 and vice-chairman since 1973.

The association controls London's Victory Services Club, which has more than 30,000 members and whose extensive premises near Marble Arch have many facilities, together with bed-room accommodation for 400 members including 59 double bedrooms for married members.

Eligible for membership (annual subscription £3 plus VAT) are serving and ex-Servicemen and women; wives or husbands of members of the club; and widows of ex-Servicemen.

Details can be obtained from the Secretary at 63-79 Seymour Street, London W2 2HF.

Naiad takes over



H.M.S. Naiad, which relieved H.M.S. Ambuscade as Britain's representative in the Standing Naval Force Atlantic, continues to uphold the fine reputation earned by her predecessor in NATO sport. When the squadron visited Devonport, the Naiad won the squadron's "Cock Trophy" for the sports mini Olympiad and won outright the swimming and badminton tournaments. The Naiad is seen here passing through Plymouth Sound with the Canadian Tribal-class frigate Algonquin. The squadron also visited Portland before sailing for exercise Ocean Safari.

TWO PAGES FOR FAMILIES



Within weeks of commissioning, H.M.S. Shetland — third of the 1,250-ton island class patrol boats — has had her first christening on board. Appropriately the infant was the commanding officers' six-week-old son Alistair.

The captain's wife, Mrs. Diana McKnight, had had to miss the Shetland's commissioning ceremony at Rosyth shortly before Alistair's birth.

Seen around the ship's bell, which was used as a font, are Lieut-Cdr W. C. McKnight with daughter Fione (3), Mrs. McKnight with Alistair, and the Rev. Jack Burgoyne, Anglican chaplain at Rosyth naval base.

More power to your pen . . .

When house-purchase documents have to be signed, and your nearest and dearest has been drafted at short notice to a ship bound for the Friendly Isles, naval wives have been known to utter expressions like "Oh, bother."

Because a recent case "has highlighted the difficulties," official advice is available on the method to overcome this particular problem.

Where a sailor is in an "at risk" drafting position, he may like to consult with his solicitor the arrangement of a limited power-of-attorney. This would enable

documents to be signed by someone other than himself.

The Admiralty announcement emphasises, however, that the additional expense of such a course is not necessary "in normal circumstances."

It is a matter for each would-be house purchaser to decide whether his circumstances, from a Service

point of view, are "normal" in the sense of certainty regarding his whereabouts in the immediate future.

While few applicants would need to arrange a power-of-attorney, it is prudent to have an understanding of what can be done should the requirement arise.

Those wishing to read the announcement in full should consult DCF(RN) 619.

MARRIED QUARTERS WAITING LISTS

The following is a summary of the married quarter waiting lists as at mid-October. (Classification key: Officers: Type III, captains and commanders; IV, lieutenant-commanders, V, lieutenants and below. Ratings: Type B, 1 child or none; C, 2 or 3 children; D, 4 or more children).

Portsmouth: Officers, flats and mansions, no waiting; houses, 1-2 months. Ratings, B, 3 months; C, 2 months; D, variable.

Gosport: Officers, 1 month. Ratings, no waiting.

H.M.S. Mercury: Officers, no waiting. Ratings, B and C, no waiting; D, variable.

H.M.S. Dryad: Officers, 2 months. Ratings, B, 3 months; C, 2 months.

H.M.S. Osprey: Officers, 2 months. Ratings, 2½ months.

R.M. Poole: Officers, no waiting. Ratings, 3-4 weeks.

C.T.C.R.M. Lympstone: Officers, no waiting. Ratings, 2-3 months.

R.N.N.C. Dartmouth: Officers, IV, 2 months; V, 5 months. Ratings, B and C, 4 months.

Plymouth: Officers, III, no waiting; IV, no waiting; V, 4-5 weeks. Ratings, furnished, B 12-14 weeks; C, 2-4 weeks; D, variable; unfurnished, B and C, variable.

R.N.A.S. Culdrose: Officers, 10 weeks. Ratings, 6 weeks.

Chatham: Officers, no waiting. Ratings, furnished, no waiting; unfurnished, variable.

H.M.S. Warrior: Officers, no waiting. Ratings, 2 months.

H.M.S. Cochrane: Officers, no waiting. Ratings, 1½ months.

R.M. Base Cooder: Officers, no waiting. Ratings, B and C, 2 months.

Greenock: Officers, IV and V, 2-3 weeks. Ratings, C, 1-2 weeks.

H.M.S. Neptune: Officers, IV and V, 3-4 months; manonettes, no waiting. Ratings, furnished, no waiting; unfurnished, 1 month.

H.M.S. Rooke, Gibraltar: Officers, no waiting. Ratings, flats, 3-4 months; caravans, 1 month.

H.M.S. Royal Arthur: Officers, 1 month. Ratings, no waiting.

In mid-October there were no waiting lists for officers or ratings at R.M. Deal, R.N.A.S. Yeovilton, H.M.S. Gannet, H.M.S. Inkup.

H.M.S. Vulcan, H.M.S. Forest Moor, RNW/T New Waltham, Birkenhead, Barrow-in-Furness, Newcastle.

Portland switch

Tophat Naval Wives Club, Portland, has changed its club meetings to Mondays at 1.30 p.m. and all naval wives, particularly new ones, are welcome at the Kimberley club.

Speakers have been arranged up to the Christmas break and the programmes will include floral and cosmetics demonstrations, a talk on fire prevention in the home and a chief petty officer showing the girls how to use the Christmas cake.

ROTHMANS KING SIZE



The best tobacco money can buy.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Comparing colour schemes and textures of carpeting is a serious business at Dargats Wood Community Centre, Chatham, for Mrs. Ann Page, in the pink headscarf, and interior designer Sue Eldridge. But Mrs. Page's two-year-old daughter Ann Marie seems happy in her choice of a bright red coat and a yellow teddy bear.

Picture: Wren (Photo) Joan Roberts



HOW TO STOP TROUBLE BREWING

Having trouble with your new carpet, lady? If the inside's a stain on your housewifery pride, why not let the old man's false teeth tablets banish the blemish. That's the DIY advice of the Men from the Ministry.

While complaints may not have been exactly pouring in, the problem seems to have been brewing up in a number of black spots. The grumble of some wives is that when they fancy a quick cuppa they find the aluminium teapot introduced for the Services not so long ago has become badly stained in use.

Says the official communique: "It is not practicable, either during or after manufacture, to coat the interior of these pots completely to overcome the problem, but fortunately there is a very simple and effective DIY remedy."

"This is to fill the teapot with warm water and drop in one Stratford denture cleaning tablet. Allow it to steep for two or three hours — when the liquid is poured away it will be found that normal staining has been removed."

And if that doesn't seem to work a biological miracle, then what? "Heavy staining may require a second treatment," say the teapot experts.

ROWNER'S 'FUN' ROOM

Rowner's Naval Recreation Centre now boasts an attractive new room for events like dances, discos, bingo, cabarets, and wedding receptions, thanks to generous aid from the Sailors' Fund as well as plenty of local self-help.

The Functions Room — it was explained that no one had come up with a better title — has been built on "stilts" at first-floor level as an extension to the Recreation Centre, which already houses a swimming pool and lounge bar. It was completed in ten months at a total cost, with furniture and furnishings, of just over £50,000. Later it is hoped to complete the extension by adding more amenities at ground level.

Membership of the centre can be social (which will appeal to the non-sporting types) or full, covering all the family and including use of the indoor heated pool. Family get-togethers, with children, will now be possible in the new room at week-end luncheons.

'TREMENDOUS'

When he officially opened the new room at the end of September, Rear-Admiral T. B. Homan (Director General of Naval Personal Services), who is chairman of the Grants Committee of the Sailors' Fund, said: "Since I last visited Rowner tremendous strides forward have been taken in the provision of facilities and ameni-

ties for the families who live here."

The initial step was Rowner Recreation Centre itself, which was opened by Lady Lewis in 1972 and to this project the Sailors' Fund made a very large grant.

"However, it is since then that so much more has been done — and it is here that the families of Rowner have done so much themselves."

He said the Grants Committee had been tremendously impressed by the support and contribution made locally to the extension project. From bar profits they had contributed the splendid figure of over £24,000. The brewery firms Courage and Whitbread had each loaned £5,000, leaving £17,000 to come from the Sailors' Fund, which had readily agreed to this grant.



Here's to the new room's success! Plaque unveiling at Rowner Recreation Centre extension by Rear-Admiral T. B. Homan, accompanied by (from the right) PCCEL David, chairman of the Management Committee of the centre, Mr. Peter Crossley (Area Community Officer and president of the centre), ex-submariner Taff Jones (the centre's bar manager) and his wife Trudy.

HOUSEWIVES'

There was a time when wives had no choice about married quarters decor . . . it was all decided almost by decree from above. Even in more recent times when the little enlightenment started creeping in, the "faceless ones" in the Ministry, after a bit of consultation and a lot of thought, came up with soft covers that looked to some as if they could only have been equalled if designed by someone on a psychiatric trip in a paint factory's reject department!

The grim realities of that choice were revealed gradually by one of the "faceless ones" at a meeting with naval wives from Dargats Wood, Chatham, last month.

"Some items in the past have not been to everyone's liking," he ventured, to an enthusiastic murmur of agreement.

Recently we have been trying particularly hard to obtain wives' opinions and it has become obvious that the soft covers were not popular," he indicated.

Candour

The wives' opinions on this score were not difficult to obtain, building up to a vociferous chorus along the lines of "You ain't kidding, mate!"

Later, with admirable candour, met by matchless appreciation of his honesty, he revealed: "Last time the choices were made by the furnishing committee and it was a disaster!"

Service wives are not known for bottling up their opinions and the "faceless ones" of the Joint Services Furnishing Committee are to be congratulated on their bravery in setting themselves up as Aunt Sallies on the sensitive subject of married quarters furnishings.

But it was all very good-humoured and the meeting, taking the form of a Property Services Agency presentation, served an excellent purpose for both sides. The men and ladies of the Ministry have been conducting a series of opinion-gathering meetings with wives at home and abroad to try to piece together a general picture of likes and dislikes about furnishing designs. It is a tall order to please everyone all the time, but they are going out of their way — in more senses than one — to try to do so.

Expert

Already, Service wives have been consulted on curtains — the new range is now available — and soft furnishings, available next year.

Now it is the turn of downstairs and stair carpets — a big item, with carpet maintenance costing

£1½ million a year, and the men with the responsibility of spending the money want to get it right.

The selection procedure is most meticulous, with colour-compatibility charts, the expert advice of an interior designer, and, most important, the views of the wives who will have to live with the decor.

The Chatham wives, like their R.A.F. and Army counterparts, were invited to make their colour

New twist

Navy and other Service wives will be pioneering a novel type of carpet when the new range of designs becomes available for married quarters late next year.

The new carpet, looking like Wilton but costing up to 25 per cent. less to manufacture using a new technique, is expected to set new domestic trends. The Ministry of Defence will be the first "customer."

and design choices from a range on show, fill in a questionnaire, and then take part in an open forum to express their views.

As expected, the forum produced views on a much wider selection of topics, including criticism of "tatty curtain rails," bedspreads with an anchor motif "that looks as if someone has wiped the floor with them" and furniture so old-fashioned that one wife claimed she had a four-poster bed!

One member of the committee expressed disappointment that the Dargats Wood wives did not seem to have a forum at which to express their views on general

married quarters problems.

The process of introducing the new colour-compatible range of furnishings is necessarily gradual and some wives were concerned that it might take years before they see a complete scheme in their own homes.

But the reply from the platform was generally accepted by the audience: "We have to start somewhere; it is essentially a long-term project. If new carpets are in use we cannot throw them out immediately."

Just how a wife does get the new designs when her present furnishings do wear out was a problem dealt with by a committee man.

On the spot

"New curtain designs were introduced on April 1," he said, "and where curtains are worn out there is no reason why a wife should not be given a free choice of any of the 33 new curtain patterns, although it might take three months before the gets them."

"I have heard all over the country that wives are being given the new curtains, but it is policy that they should be given the choice."

Yes, but how? The answer was quite clear: approach the man on the spot, or the local organization dealing with married quarters.

The meeting at Dargats Wood ended on a happy note: when given the new curtains, but it is policy that they should be given the choice. The answer was quite clear: approach the man on the spot, or the local organization dealing with married quarters.

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Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruitment.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE

ROYAL NAVY SPECIAL FLYING AWARD

There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.

BIRD BORROWERS BEWARE!

"Have you seen our Bird?" is a remark which may soon be heard in Government departments as the economy screw is turned in regard to Stationery Office supplies and services.

The issue of new typewriters will be "exceptional" and other savings have to be effected in the demands and use of calculating and dictating machines and copying machines.

Instructions get down to the nitty-gritty with the information that, wherever possible, ball point pens, pencils, and staples are "items to be pooled rather than treated as personal issues to individual officers."

The Daily Telegraph and packet of sandwiches may have to find a new home, because "security briefcases are to be used only for the purposes specified in the relevant security instructions."

Although the official announcement gives some opportunities for wage, few people would deny the possibilities for real savings in office supplies, but perhaps one plea may be made.

"Don't be too harsh about the Bird. It would be too much for the loss of one to cause a coronary — without even the means of winning out the death certificate."



"I think she loses hers deliberately!"

GET WISE ON DCI'S

★ Chance to fly

Limited opportunities exist at present for Supplementary List seamen officers serving on short-career commissions to undergo flying training and to transfer to the Aircrew Supplementary List for service as observer or pilot.

DCI (RN) 801

★ New title

The title of "instructor officer" is to be replaced by that of "education officer's assistant."

DCI (RN) 562

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All repayments will be free of U.K. Income Tax at all levels, and Capital Gains Tax.

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Should you wish to withdraw your money before completion of the five year term, it will be arranged as quickly as possible, and provided your contract is at least one year old you will receive tax-free interest of 6% p.a. (if the contract is less than one year old you simply get back your contributions).

S.A.Y.E. proposal forms and explanatory leaflets are available from banks for payment by bank standing order, or from Post Offices for payment in cash or by Giro standing order.

Or ask your Pay Office or FPO.



SAVE AS YOU EARN

Your return is linked to the cost of living

Issued by the Department for National Savings.

L-drivers to pay for instruction

One of the valuable facilities provided by the Royal Navy Benevolent Trust is the organization of the Resettlement of Civilian L-drivers in Motor Driving, at Portsmouth. Hundreds of students going into civvy street have gained an extra qualification as an aid to second career prospects.

Unhappily, money problems affect everyone these days and it has been found necessary to reinstate a student contribution towards the cost. From the beginning of the financial year 1978/79 the first year fee will be charged. The first year fee to be affected starts on 1 Jan. 1978.

Full details are given of the procedure for applying to join a course.

DCI (RN) 587

★ False papers

Watch is being kept for academic idlers. A number of falsified educational certificates have recently been submitted to the Director, Naval Education Service. As a result, scrutiny and checking is to be tightened up.

DCI (RN) 582

★ Overalls

Engineer officers entering the R.N. will in future be provided with white overalls on personal loan. Officers already serving may obtain free replacements for the three white overalls already in their uniform outfits.

DCI (RN) 564

★ Phone course

For advancement to leading White telephonist a two-year professional qualifying course is being introduced. In future, candidates for advancement will be required to pass a written provisional examination before they can be considered for the professional course.

DCI (RN) 589

The aim of this regular feature is to give a general impression of the new Defence Council instructions affecting conditions of service, but in the event of a link being taken the full original text should be studied.

'GOING' On the Cresta Run and in the Indian Ocean

Dashing at 80 miles an hour down the famous Cresta Run in Switzerland is the exciting prospect for Royal Navy personnel able to join in the Inter-Services race next February.

No previous experience is necessary. Novices frequently improve sufficiently to gain a place within their first season.

It is planned to take an R.N. squad of ten, six of whom will be chosen for the Service team. The other four will compete on an individual basis in a time handicap event.

The Cresta Run is a man-made ice track at St Moritz. It is ridden by an individual lying prone on a toboggan, the steering and braking being achieved by means of rakes attached to the rider's boots.

The individual cost will be about the same as the price of a winter sports holiday of the same period.

★ Idea awards

Royal Navy personnel who have gained "inventions and technical suggestions" awards are: Lieut. T. McGhee, REA(A) D. T. Ash, CPO(SP)(S) R. J. Nicholls, CEM(D) G. Tople, EA(A)(A) J. Carpenter, and ALS(MW) J. N. Harvey.

DCI (RN) 597

★ Ulster honour

Marine Michael Colin Whysall has been honoured with a Mention in Despatches "in recognition of distinguished service in Northern Ireland."

Diving enthusiasts from any rank or branch of the Service are eligible to apply to join a Jorl Services Sub Aque expedition to the Chagos Archipelago (Peros Banhos) in the Indian Ocean, proposed to take place during 1978/79.

The expedition, which has been endorsed by the Joint Services Trust, will be led by Captain J. D. Griffiths, Royal Signals. The party

will consist of 18 members drawn from the three Services. Applicants should be experienced in free diving techniques and preferably to British Sub Aque 2nd Class standards (or the equivalent).

Expedition members will be considered as on duty, but will have to make a personal contribution towards the costs.

DCI (RN) 598

★ Safer nozzle

A helicopter "hot refuelling nozzle" has been developed for the three Services so that open-line refuelling with engines/rotors running can be carried out much more safely than with the present GI nozzle.

DCI (RN) 566

★ P.R. changes

A sharp cut-back in the money to be spent on exhibitions and publications is mentioned in an announcement on the reorganization of Defence Public Relations staff. The object of the reorganization has been to achieve the most effective deployment of personnel when the Defence Review reductions in staff are completed on April 1, 1978.

DCI (RN) 594

★ Special scheme

SSS is the mark of quick advancement under the "Specially Selected Seaman Scheme," which was introduced to replace the Specially Selected Able Seaman Scheme, after the formation of the Operations Branch. Under the scheme promising young seamen ratings are identified at an early stage of their careers and given specialized training and accelerated advancement to leading seaman.

The admiralty are so pleased with the results that improvements are to be made in order to gain the maximum benefit. As well as selections during Part II training, it will now be possible for further selections to be made during Part II training. Changes are also to be made in the training arrangements.

DCI (RN) 602



"It's not Opportunity Knocks, you know!"

Young sailors or Wrens "of a good personal quality and likely to give a favourable impression" have an opportunity for home-town service by volunteering to assist the Careers Officers. Applicants will be considered from establishments, and H.M. ships in home waters, for one of the four three-month periods in 1978.

The volunteers may be R.N. and WRNS junior ratings of any branch, in the category (leading able/ordinary) and Royal Marines. Their duties will include attendance at exhibitions and shows with the Careers Service.

DCI (RN) 581

★ 'Roving reps'

Naatl's management like to know what the customers are saying, and to help them find out they have systems of "roving reps" going round clubs, canteens, and families shops, "to obtain first-hand knowledge of them and to make recommendations for improvement."

Three of the representatives are from the Fleet and one from the Royal Marines. They are attached to Naatl headquarters in London, with two part-timers, namely a Submarine Service representative and a WRNS representative.

The "flying squad" are expected, in the course of their duties, to explain matters of Naatl policy, "so as to promote mutual understanding."

Those currently attached to Naatl HQ are CPO(A) M. E. Heywood (ships and overseas), FCO (Coxswain) K. A. Ward (Naval Home Command, South), PO(A) W. J. T. Hulston (Naval Air Command / Naval Home Command, North), CSST G. A. Hart (Royal Marines), FCOE D. M. Cooke (Submarine Service), and FCW S. J. Sweeney (WRNS).

DCI (RN) 581

HQ MANAGER



GET HANDED!

Handled by the HQ Manager

GET HANDED!

Handled by the HQ Manager

GET HANDED!

Handled by the HQ Manager

GET HANDED!

Handled by the HQ Manager

GET HANDED!

Handled by the HQ Manager

"If the 'flying squad' are back well ask if our latest scheme is popular..."

'GRAND TOUR' FOR FEARLESS

While deployed in the Mediterranean as Dartmouth Training Ship, H.M.S. Fearless provided midshipment — and apprentices from H.M.S. Caledonia who were embarked for the first time — with ample opportunity to go ashore for sightseeing and sporting activities.

The ship also had on board Salerno Company of 41 Commando, Royal Marines, who were later transferred by helicopter to the U.S.S. Guadacanal and U.S.S. Raleigh to take part in Exercise Display Determination.

The ship's visit to Venice was enjoyed in superb weather, ideal for sightseeing and exploring nearby islands. During the stay the ship was visited by Princess Margaret, who was in Venice to open a fashion show to help raise funds for the preservation of the city.

Off the south-west coast of Greece the Fearless took part in the celebrations to mark the 150th anniversary of the Battle of Navarino, when 12 British, seven French, and nine Russian warships defeated a combined Turkish-Egyptian fleet after a battle lasting four hours on October 20, 1827.

In addition to the traditional calls to Gibraltar and Malta the ship visited Athens, Villefranche, and Sardinia. Highlight for many during the visit to Athens was a sponsored run on the Marathon course in aid of the Plymouth Deaf Children's Society.



APPOINTMENTS

Intelligence job for former pilot

Rear-Admiral R. W. Halliday becomes Deputy Chief of the Defence Staff (Intelligence) in January in the acting rank of vice-admiral. He is to be promoted to vice-admiral on March 31.

**It helps
to have
the right
approach**

A little jam on the bread of the Navy's recreational and social life may often be obtained through grants from the Sailors' Fund, the Fleet Amenities Fund, and the Fleet Recreation Fund. Success in getting help is made easier if applicants study carefully the aims of the funds and the correct manner of approach.

The importance of the three funds may be judged by the fact that in 1976 the total of disbursements was nearly a quarter-of-a-million pounds.

Trustees are the Second Sea Lord, Commander-in-Chief Naval Home Command, Commander-in-Chief Fleet, Commandant-General Royal Marines, and Deputy Under Secretary of State (Navy).

DCI (RN) 600

★ CEL shortage

Because of a shortage of senior control electrical ratings II will be necessary to draft senior radio electrical ratings of similar rate to fill a limited number of sea-going billets, including submarines. No rating will get more than one draft outside his own sub specialization. Advancement and promotion prospects are being safeguarded.

DCI (RN) 59

★ *Rent arrears*

Ministry of Defence housing rent arrears are to come under much closer high-level scrutiny because of a substantial increase in the amount of money now owing.

In future, where payments are one month in arrears, a report is to be submitted immediately to Defence Lands, indicating the extent of local action to date.

DCI (RN) J 61

NEW FROM AIRFIX



INTRODUCING THE 830 MPH E-TYPE JAGUAR.

Jointly developed by Britain and France, the BAC Sepecat Jaguar comes in two forms: single-seater attack and two-seater trainer. In Britain these are designated S and B type respectively and in France A and E type.

The Jaguar currently forms the backbone of the RAF's strike element in Europe having rapidly gained a reputation for ultra-precise bombing. This is due to its advanced navigation and weapon-aiming sub-system, laser Ranger and target seeker. It is also fitted with a head-up cockpit display, enabling the pilot to navigate without looking down at his instruments – very handy when you're doing 830 mph.

Now faithfully reproduced in a superb Airfix 1/72 scale the Jaguar Kit has all the versatility of the real aircraft — optional weapon loads, extra fuel tanks and a variable position undercarriage with decals for either the 6 squadron RAF or 54 squadron RAF.

Technical details

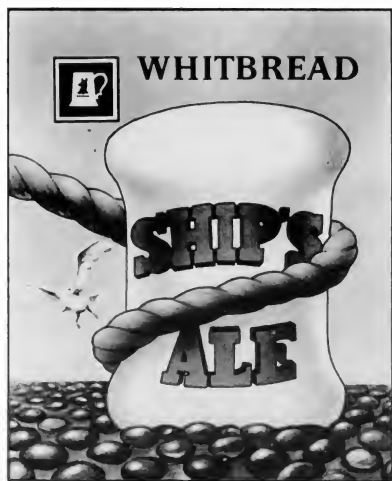
Armament:	2 X 30mm cannon, 5 weapon pylons capable of carrying a total of 10,000lb
Engine:	Two ADQR engines provide 6,950 lb thrust with reheat
Max Speed:	830 mph
Combat Radius:	700 miles
Wing Span:	28ft 2ins
Length:	50ft 11ins

B.A.C. SEPECAT JAGUAR
1:72nd Scale



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AIRCRAFT OF 289 SQUADRON, 1940-1977



Aircraft flown by 829 Squadron since 1940 – left to right, Albacore, Swordfish with Wasp, Barracuda II and III.

A SWARM OF WASPS!

Once a Second World War torpedo-reconnaissance-bombing unit, now parent to the Royal Navy's small ships' flights, 829 Naval Air Squadron is today the largest squadron in the Fleet Air Arm, with 46 Wasp helicopters under its wing.

The squadron's creditable history started in 1941 and during the Second World War years it was equipped variously with Fairey Albacore, Swordfish and finally Fairey Barracuda aircraft.

Before disbanding in 1944, the squadron collected battle honours for Matapan and Mediterranean (1941), Diego Suarez (1942) and the attack on the Tirpitz in 1944.

On re-forming in 1964, the squadron was equipped with Wasp HAS Mk I and Wessex helicopters to develop the medium-range anti-submarine torpedo-carrying role.

The Wessex later left to become part of 737 Squadron, but 829



Squadron motto: **Non effugient (You shall not evade).**

Squadron continued to grow in strength almost every time a new frigate joined the Royal Navy. There are now 40 small ships

flights operating from as far afield as Northern Norway and the Antarctic, the West Indies and the Indian Ocean.

The combined strength of 829 Squadron at over 400 officers and ratings, is roughly equal to that of a County class guided missile destroyer.

Since the Wasp entered service in 1964 the Royal Navy has developed the use of the helicopter at sea on frigates and destroyers and now leads the world.

Wasps now operate from nearly all the Leander, Tribal, Rothesay and Type 21 (frigates of the Royal Navy) and there are also flights on the Hecles class ocean survey ships and the ice patrol ship, H.M.S. Endeavour.

With the formation in September 1976 of the Intensive Flying Trials Unit for the Lynx helicopter, the embarkation of the first Lynx flight in H.M.S. Birmingham is not far off. The radar-fitted, twin-engined Lynx will take the

place of the Wasp at sea and bring greater versatility to small-ship aviation.

After 13 years of operations there is a great deal of expertise within the squadron, but each new

day brings a new idea and another lesson. While helicopters continue to fly from the decks of our frigates and destroyers, 829 Squadron will remain the hub of the small ships' flight world.

FACTS

Number of ship's flights: 40 (including survey and H.M.S. Endeavour flights).

Total number of aircraft: 46 (flights, 41, H.Q. 5).

Personnel: Flights, 49 officers, 279 ratings; H.Q., nine officers, 106 ratings.

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Heta 1100 (High Performance Estate) 1600, 2000 (illustrated).



Heta Coupé 1600, 1600i, 2000 (illustrated).



Beta Montecarlo 2000.



Beta Salom 1700, 1600, 2000, 2000i (illustrated).

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The most Italian car.



Wasps' nest: 829 Squadron hangar with flights disembarked for leave.

... And this is the 'nest'

Although an important and integral part of its parent ship, each flight needs to disembark from time to time to carry out any major aircraft maintenance that cannot be done in the cramped facilities on board.

Pilots and aircrews need also to carry out necessary "continuation training" helped by the Squadron's headquarters staff.

A "well-oiled" organization exists within 829 Squadron to help flights maintain individual maximum operational effectiveness. With the aid of many chieftains, logs and books, a parenting staff monitor the well-being of the embarked flights, providing assistance "at the drop of a hat."

A visiting air engineer officer keeps a friendly watch

by making regular calls on flights at sea, and as each member of the flight is virtually indispensable, 829 Squadron maintains an Emergency Flight Pool of ratings to fill any gaps caused by sickness or injury — men at short notice to join any flight, anywhere.

When disembarked at R.N. air station Portland, the flights maintain their individual identity but benefit from the base facilities of the squadron and the air station. Another part of the headquarters staff helps with engineering and training tasks, providing extra manpower if needed.

The squadron is commanded by Lieut.-Cdr. Derek Scott, who is relieved on December 16 by Lieut.-Cdr. Anthony Horton.

Culdrose's new addition ... the Blanik



MECH Keith Larcombe (front) of H.M.S. Charybdis, looks over the controls of Cudrose's Gliding Club's new two-seater glider, the Blanik. Keeping an eye on his pupil is club instructor LREM Gerry Martin, of 824 Naval Air Squadron.

The Blanik brings the club's "fleet" to three training aircraft and two single-seaters. Its acquisition was made possible by the Sailors' Fund and the Fleet Amenities Fund.

The club regularly entertains ratings from H.M.S. Figard, H.M.S. Raleigh and ships based at Plymouth. Gliding courses are arranged during summer leave. Inquiries should be made to the secretary, Cudrose Gliding Club, R.N. air station Culdrose, Helston, Cornwall (telephone Helston 4121 extension 2415).

FAST ATTACK CRAFT



The Evolution of Design and Tactics

Keiren Phelan and Martin Brice

One of the most dramatic stories in the naval history of Western Europe and America was the evolution and use of fast fighting boats. From the earliest steam launches to advanced hydrofoil designs, this original and authoritative study provides a timely re-evaluation of these highly effective craft. Lavishly illustrated with photographs and detailed line drawings.

224 pp 10" x 8" £8.50

Macdonald & Jane's,
8 Shepherdess Walk, London N.1.

Atlantic evidence

Can anything new be written about the U-boat war of 1939-45? The author himself poses the question in a preface to "The Critical Convoy Battles of March 1943," by German historian Jürgen Rohwer, published by Ian Allan (price £5.95).

He answers himself by pointing out that the recent release of war documents enables the Battle of the Atlantic to be reconstructed far more precisely than was hitherto possible, showing the interplay of forces on both sides in the sphere of operational command, including radio control and intelligence.

Dr. Rohwer offers his learned work in the manner of evidence to a court of inquiry, rather than as an account based on his research. For this reason it is more likely to be appreciated by other researchers, students of the subject, and professional readers.

With a wealth of official detail from both sides, the author delves deeply into all aspects of the Atlantic war in the spring of 1943, when the U-boats appeared on the brink of giving Germany the victory. Within eight weeks, the position was completely reversed.

Main attention is focused on the convoys HX229 and SC122 — the latter perhaps the biggest convoy battle of the Second World War.

INTELLIGENCE

The book is of special interest regarding intelligence in view of the latest works on the "Ultra" secret, and revelations about British counter-espionage.

One of these "secrets"

THE CRITICAL CONVOY BATTLES March 1943

Jürgen Rohwer



books is also reviewed on this page. It is notable that while the British author, Ewen Montagu, is undoubtedly caddy about the achievements with which he was associated, Dr. Rohwer from the enemy side is more restrained.

Perhaps this is natural. Nevertheless, the Germans didn't do all that badly, on the naval side, in code-cracking and intelligence though they failed to appreciate that the U-boats' excessive use of radio was leading to their undoing. Because of the latest code-cracking books, Dr. Rohwer has had to amend his work, but his view is that much research has yet to be done to establish

the timing of message interception to operational application. Eventually he suggests, "proper conclusions may be drawn. A summary judgement here (in his book) would be quite out of place."

In fact, after every thread has been minutely examined, it will never be possible, even for the participants themselves, to turn their minds back, and evaluate the "instinct" which they gained from daily association with enemy reporting traffic. It was this instinct which played a vital part in the Royal Navy's U-boat tracking activities, and which may well have evolved into the very essence of it.

A QUALITY JOURNAL FOR THE NAVAL ENTHUSIAST

Warship

Edited by Anthony Preston



WARSHIP is a new quarterly journal devoted to the development and service history of combat ships. The scope is international, the contributors are well-known authorities, and all articles are fully supported by plans, tables and many photos. Subjects so far covered range from the Lexington (CV-2) to the Kirov, from Italian battleships to 'Flower' class corvettes, and from British destroyer appearance details to German battleship armour schemes.

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ABOUT BOOKS



Letting out the secrets

In the Second World War a lieutenant-commander and R.N.V.R. at that found himself holding the top secrets and planning on both sides. Such was the dizzy height at which he worked that the Second Sea Lord, no less, had to be told that details were "far too secret for him to know about." This was unfortunate because the Top Brass in question had before him a recommended for the officer's promotion. The reaction was predictable, ensuring that the two-and-a-half would for ever remain so, "even if he was Nelson himself."

Some of the officer's story has already been revealed, but now this cloak-and-dagger king has been allowed to give the whole account of "this war" and incredible it is.

Ewen Montagu, barrister, war-time officer, and later Judge Advocate of the Fleet, is already famous for "The Man Who Never Was," but that incident is only part of the web of double-cross espionage woven by British intelligence to confound Nazi Germany.

Now he has written "Beyond Top Secret U," in which he gives the lie to allegations about the consequences of the deliberate "leaking" of true information to the enemy. For instance, it has been said that terrible Royal Air Force losses in a raid on Nuremberg were due to the Germans being forewarned. "This is completely untrue," says the author, "and would never have been given a moment's consideration by the Double-Cross Committee."

CRACKED CODES

All the same, other books have disclosed that convoys were sometimes allowed to "take their chance" against U-boats, because re-routing

might have let the Germans to discover that their codes had been cracked.

Mr. Montagu, mentions that when an operation was being planned, say on Dieppe, the enemy could be misled into believing that Norway was the target. But how could he be sure that the enemy warning would not go out along the whole Atlantic Wall, and bring attackers into a hornet's nest?

Well, the evidence suggests that nothing of the kind ever happened and that on the most important of all occasions, the D-Day invasion, the Allied Chiefs of Staff concluded that double agents had been successful in keeping German forces tied up in the Calais area, when the onslaught was in Normandy.

The author has a poor opinion of the German spy efforts. Undoubtedly, on the British side, the undercover operators enjoyed an astonishing freedom and access to military information, but they also succeeded in getting together men with a flair amounting to genius for the devious work in which they were engaged.

FRIGHTENING GAME

In finding our real facts is order to bolster the enemy's double-cross agents here, it is difficult to accept the inability that nothing vital was ever given away. In this frightening game of playing with men's lives, however, the case is overwhelming that, overall, the British secretaries contributed to the Allied cause to an extent which is only matched by the astonishing failure of the enemy to twig that something was very wrong.

"Beyond Top Secret U." is published by Peter Davies (price £3.90).

Smile, it's the Bodger!

When The Bodger returned to the Royal Naval College, Dartmouth, as commanding officer, he heard the familiar sound of the with his squad of officers under training. "Keep those smiles and of yore faces. Yore not ere to be amused. Yore ere to learn to be naval awifers and naval awifers are never amused."

The pater went on. "They've given me the cream of England all right. All the dods! The rich and the thick."

To learn more about Captain Robert Bellinger Badger, D.S.C., R.N., one must pick up "Good Enough for Nelson," by John Winton, and there is a gaggle a minute until this noble work is put down again.

The author's style is delightfully lighthearted in a whimsical and Pooter-like way, with an authenticity suggesting that many a craggy jaw will soften into something approaching a smile at the unblemished truth beneath the jest.

This book, published by Michael Joseph (price £4.50) is strongly recommended as an antidote to The Russian Menace, Tank Boats of Promotion Zones.

The girls will like it too.

John Winton GOOD ENOUGH FOR NELSON



In brief

"Mr. Fitton's Commission," by Snowell Styles, published by Faber and Faber (price £3.95) is another of the exploits of a lieutenant during the naval war against Napoleon. According to the author, the tale is founded on fact, being based on records of the vessels concerned. Mr. Styles's knowledge of small-ship handling brings authenticity to his imaginative reconstruction.

"Gurney's Revenge," by Sam Lewellyn, published by Arlington Books (price £3.50) is boldly proclaimed as "the first volume in a trilogy whose hero is bound for the great ranks of Ranage and Hornblower." George le Fane Gurney, a young dare-devil lieutenant, is (we read) "set for time and fortune and to win the hand of the lovely Lady Arabella," when the baddies frame him as a cheat at the gaming tables. Read on.

"Navy on Review 77," describing the Silver Jubilee Review at Spithead, has been compiled by the World Ship Society. It is the kind of booklet which, in ten years time, enthusiasts will wish they had bought. It has been conceived not as a souvenir, but as a definite pictorial record of the ships which were present. Copies are available by post from The World Ship Society, 64 Kimberley Road, West Croydon, Surrey, CR9 2PU (price £1.50 including postage).

ABOUT BOOKS

THE FULL STORY OF H.M.S. DRYAD



The art of navigation — "one of the most certain irrefragable proofs of the amazing powers of human understanding" — brought into being H.M.S. Dryad, the Royal Navy's School of Navigation, which now occupies what was once a country mansion, complete with piggies.

What, you may well ask yourself, have pigs to do with navigation? The answer is that these animals were used by early Portuguese mariners as a supplement to those amazing human powers. . . . When the master of a Portuguese ship estimated he was about to make a landfall, pigs were released from their pen. So keen was their scent for land that they would rush to the ship's side ecstatically, long before those on board could see the land!

The story of how H.M.S. Dryad progressed from a building in Portsmouth dockyard (the name came from an allocated seagull tender) and progressed via technical development, bombs, and war to a country mansion at Southwick, is told in a book written by Vice-Admiral R. B. Schofield, and published by Kenneth Mason (price £5.95).

Although the account is essentially the story of the training of navigators from 1600 to 1977, the introduction of radar and the development of Action Information led to the amalgamation of the Navigation and Fighter Direction branches, and thus to the formation of the School of Maritime Operations.

When German bombing drove the Navigation School to Southwick House, early in the war, the piggies at the mansion may have done nothing for the modern navigators' art, but who could they do well for the stomachs.

Admiral Schofield's work is a miscellany of bits and pieces, strung happily together in continuity, and full of anecdote and humor.

It must be of absorbing interest to the masters of chart and rule — and to anyone else in the Service who ever wondered how his ship successfully traversed from A to B.

Book devoted to the flying pig-unit of the US Air Force from W W I, up to Vietnam.

'Classy Chassy'

CLASSY CHASSY

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With a bird in every port . . .

The Gentle Trap. She knows that she is not going to get away . . . and he knows that she knows that she is not going to get away. This simple picture (below) of a situation much older than navies, is from "Sailor — A Pictorial History," by Alan McGowan, published by Ian Lane's (price £5.50).

Mr. McGowan, who has a doctorate in history and is head of the Department of Ships at the National Maritime Museum, has compiled a fascinating collection of illustrations showing life aboard the world's fighting ships from the beginnings of photography to the present day.

Below, left, is a shot which is much more historic than it appears. For the first time for more than 100 years, wives and families sailed

SAILOR A Pictorial History



Life aboard the world's fighting ships 1640-1976

Dr. Alan McGowan



with their menfolk aboard a British warship in July 1956. The vessel was the cruiser H.M.S. Tyne and the reason was to encourage family interest in the Navy. During the voyage from Southampton in Portsmouth, the visitors had an opportunity to see something of life afloat.

The photograph shows a smartly turned out electrician and his wife. Notice her gloves?

The third example from the book is captioned as follows: — "Everybody's picture of a sailor home from the sea: kith on his shoulder, exotic presents for wife or mother in hand, a smile on his face, and a jaunty step." It also supports the impression given by the other two pictures that a sailor always gets his bird!



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WHY TONY GOT INTO —HIS OWN PICTURE!



When a photographer appears in his own picture you can be sure there's more to it than meets the eye. PO(Phot) Tony Wilson, on the staff of Flag Officer Portsmouth, is normally not on view, but as winner of a major award in the Institute of Incorporated Photographers (southern region) print competition (Press and Public Relations category), the camera insatiable on taking his picture. It shows Tony partly concealed by his two winning entries: right, Lionel Blair and actress Diana Keene on board H.M.S. Victory, and (left) OEM Alf Symonds, from the minesweeper H.M.S. Laleston, with hats he collected and auctioned to raise money for handicapped children. PO(Phot) Roger Carver, of the Royal Naval School of Advanced Photography, H.M.S. Excellent, also won an award in the "wedding" category of this competition.

Lossie lassies' pinny power

In the fine tradition of Annie Oakley — "anything you can do, we can do" — a team of 849 Naval Air Squadron wives in the northernmost corner of Naval Air Command, entered the great River Lossie raft race and soundly defeated 21 all-male teams.

The fact that they came third is neither here nor there. The race, in aid of a local charity, attracted entries from 202 Squadron Search and Rescue, a Squadron Shackletons, 226 Squadron Jaguar Operational Conversion Unit, and 849 Squadron — and Home Made Raft Pinaflore cleverly disguised as three Gannet fuel tanks, entered by the team of wives.

Some credit for Pinaflore's success must go to 849 Safety Equipment team, who damaged their own finishing position by "taking out" the opposition at the start of the race.

Press 'gang' in Ambuscade

A group of 13 Mirror Group trainee journalists spent an afternoon on board the Type 21 frigate H.M.S. Ambuscade in Devonport Dockyard. They are on a two-year course based in Plymouth and the idea of the visit was to give them an insight into life on board a modern warship.

Lover's watch for museum

One of the latest acquisitions of Portsmouth Royal Naval Museum is a gold watch which was presented to a young lady in 1942 "in remembrance of your late lover". The sailor died when a 32-pounder in H.M.S. Victory backfired during a gun salute in honour of the Shah of Persia. Two naval campaign medals awarded during Queen Victoria's reign have also been presented to the museum.

Kirkliston en garde

There was close co-operation between the Royal Navy mine countermeasures vessel H.M.S. Kirkliston and the French opposite number, F.N.S. Capricorne, when the ships acted as guardships for the four-day race to Dinard yacht race.



Home Made Raft Pinaflore, manned by (left to right) Mrs. Teresa Hill (captain), wife of Lieut. Hugh Hill, Pilot 849 Sqn.; Mrs. Ina Lamb, wife of Lieut.-Col. J. Lamb, senior pilot; Mrs. Sheila Gallagher, wife of Lieut. Jim Gallagher, Unit Staff Officer; Mrs. Penny Covington, wife of Lieut. Bill Covington, pilot 849 B Flight; and Mrs. Josephine Slade, wife of Lieut. Hugh Slade, pilot 849 Headquarters Sqn.

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Call in when you're next ashore



Secret of their success

The Sailors' and Families' Advice Bureaux, established for the Royal Navy earlier this year, continue to provide the answers to a wide variety of enquiries. Pictured left is the bureau at Roayth, where Chief "Duke" Wellington and PO Freddy Fox, of the SAFAB Staff, and Second Officer Aile Page, are convinced that one of the most important aspects of the work is the secretary. SAFABs give a personal but confidential service — no names need be given.

WELL, IT'S NOT A HOLIDAY CAMP . . .



Television viewers learned something of life at B.R.N.C. Dartmouth from a programme called "Officer Class" shown in October as part of the B.B.C.'s "Summer of 77" series.

It is another question how they took the provocative story in the introduction about an officer who, asked about his experiences in a Japanese prisoner-of-war camp, said it was not so bad compared with Dartmouth!

The programme went on to depict many aspects of life at B.R.N.C. today, including the training of W.R.N.S. officers.

Now there is another new entry of officers under training at the college. Many readers will recognize the scene (left) as they arrive by River Dart ferry after travelling from Paignton to Britannia Hall on the Dart Valley Steam Railway.

Photo: Charles Webb, B.R.N.C.



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Ski-whizz! That was a short flight!

NEWSVIEW

Cold realities of the Deep

Any lingering doubts among the television-renting populace about the deadly intent behind underwater activities as practised today must have been dealt a chilling blow by the Panorama programme "The Deep Cold War".

To those who might have forgotten (or never choose to remember) the lessons of two world wars, the submarine loomed large and sinister on the small screen as prime menace to the sea-borne supplies and reinforcements on which survival of Allied armies in Europe would depend in a future war.

More than a hint of the cold realities of life down under came through, along with the official thinking, a measure of the good old stiff upper lip, and some inescapable jargon like "cat and mouse games".

And there were intriguing references — inevitably unspecified — to developments such as seabed listening devices to help trace submarine routes.

Gave a jolt

In many ways submarines have to remain the most Silent part of the Service, but this programme presented graphic glimpses of the sophisticated deployment of potentially opposing forces both below and above the waves.

If the tracking of minis of the already huge and still expanding Soviet submarine fleet by NATO surveillance techniques was itself gripping, then there was an almost space-fiction quality about the sight of someone, somewhere pressing a button to bring to a screen instantly a map with latest positions of Soviet submarines charted in.

As one commentator said later, it was all enough to frighten him. And that, as a jolt to complacency and when done as objectively as it was here, can be no bad thing.

New missile

Meanwhile, in the continuing story of submarine weaponry comes progress news of the missile due to enter Royal Navy service in the early 1980s to provide the main anti-surface ship armament of our nuclear-powered submarine fleet.

An agreement has been reached with the U.S. Government which will mean that development of the Sub-Harpoon missile (a variant of the U.S. Navy's Harpoon) will now proceed for the Royal Navy. Preparatory work has been under way since the beginning of last year.

One man's view of training and discipline

— a letter from
COEMN R. Broniman,
of H.M.S. Devonshire

I feel that the subject of continuation training, so long restricted to messes and private discussion, should be brought into the open.

When I joined the Navy (I can hear the groans already) I did a year of training, which included academic studies as well as naval training. I then spent a further three months at an adult establishment on specialization. When I finally went to sea I think I was a useful member of the ship's company.

While under training we weren't given time to get bored, our time from 0530 to 1830 being filled with instructions, sport, etc. We were taught the basics of everything, down to how to wash our clothes and ourselves, how to sew, darn and iron.

Today all that has gone, some for the good and some not. The real problem being found in ships concerns the basic

shore training for the job at sea and is reflected right across the board, including among artificers. Ships are stretched and so are ships' companies, but never before have the senior, senior ratings been so hard pushed, at least not in my time. One can be a good administrator, instructor or maintainer. Who can be all three?

Juniors are joining to fill able rates' billets in all branches, but they do not have the basic training to carry out some of the most simple tasks, where time is of the essence and someone higher up is pushing someone lower down to get the job done.

At one time we had two carriers set aside as training ships — the Ocean and the Theseus — for adult entry ratings to continue their training. If it is now felt that long periods of training ashore are not good, then I believe that the Bulwark should be used in the training role. She would always be ready for any operational

requirement, while providing a floating classroom.

If, due to cost, this is not practical, then shore training must be extended. It must be intensified to include far more practical work. Throw out the tape recorders and self-teach methods which do not work. This has been proved in general education. There is no substitute for the instructor, hard graft and practical work. Also required are proper exams, not the "cross out the two answers that are wrong" type of thing.

Finally, one of the main complaints by trainees is the lack of discipline. They expect to be disciplined and for the general good they should be. Off with the kid gloves — the Service can do without those who don't like it. Bring back the wearing of uniform during training and for ship visits. After all, it's what most of them joined for.



EASTBOURNE'S LAST SEA DAY.

H.M.S. Eastbourne files her paying-off pennant as she sails under the Fort Bridge on her last day as H.M.S. Caledonia's apprentice sea training ship. Since she took over this role from H.M.S. Rapid in May, 1973, she has taken apprentices to sea for training on auxiliary machinery, engine room and boiler room watchkeeping, plus general ship's training. After a refit she will become a harbour training ship attached to Caledonia.

On board the Eastbourne for her last sea day were 213 relatives and friends of apprentices.



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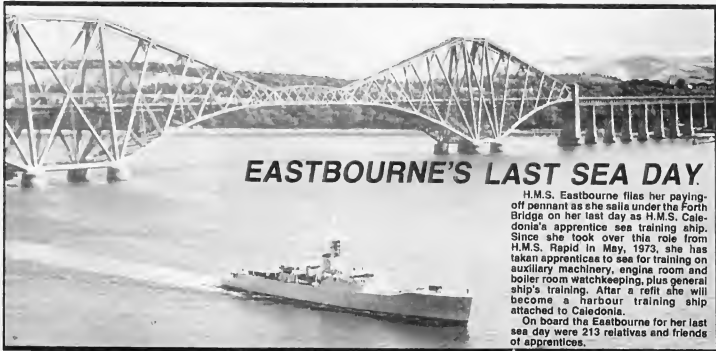
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HAMBURGERS AND

Elbe room

BUCCANER FOR ARK

On her first foreign visit of 1977, H.M.S. Ark Royal sailed up the River Elbe to Hamburg, where she arrived alongside her berth at a modern container terminal to be greeted by a German youth band playing in the darkness.

Although heavy rain fell throughout the visit early last month, it did not deter either the ship's company or the Hamburgers from getting about and enjoying themselves — and 10,600 Germans braved the weather to visit the ship.

Members of the ship's company enjoyed the German hospitality in many different ways; some made a four-day visit to Berlin, others took the opportunity to see Hamburg on the various free tours available and many saw Kevin Keegan and Co. in the soccer match between Hamburg and Bayern Munich.

Before the Hamburg visit, during the Ark's post-refit work-up in the Morry Firth area, Cdr. the Prince of Wales visited the ship, arriving in style in the observer's seat of an 809 Squadron Buccaneer piloted by the squadron commanding officer, Lieut. Cdr. Tony Morton.

Operations

The main purpose of his visit was to gain practical experience of fixed-wing carrier operations and during the four hours he spent on board he met many members of the ship's company and watched flying operations from the flying control position with another Very Important Visitor — the First Sea Lord, Admiral Sir Terence Lewin.

After the normal briefing, the Prince of Wales mentioned his aircraft and was launched from the waist catapult, landing later at R.A.F. Lossiemouth.

Two days later Dr. John Gil-

bert, Minister of State for Defence, was also launched in a Buccaneer, returning to the ship after a training sortie. He arrived and left in a Sea King of 824 Squadron.

Members of the NATO Defence Committee from various countries visited the ship on another day by Sea King helicopters.



H.M.S. Ark Royal alongside a container terminal at Hamburg, on the River Elbe.



Prince in the hot seat

In the observer's seat of a Buccaneer before his first catapult-launch from the deck of the Ark Royal, Cdr. the Prince of Wales is assisted by Lieut.-Cdr. Ken Mackenzie, executive officer of 809 Squadron.

Left: Part of 809 Squadron support team at R.A.F. Honington before Cdr. the Prince of Wales' Buccaneer flight. With the Prince are (left to right) Cdr. A. M. D. de Labilliere (senior naval officer), Lieut.-Cdr. K. E. P. Donnelly (air engineering officer), REM(A) R. A. Knights, CEA(AW) C. S. Odrat, PORE(A) A. D. Draper, AA1 M. J. Cruise, ELMN2 J. Adam, EM(A) G. M. Rooke, POE(AW) B. H. Mellie, EM(AW) M.P. Ross, and LAM(AE) R. K. Beynon. Despite the departure of 809 Buccaneer Squadron to H.M.S. Ark Royal, the R.N. unit's training and support tasks continue unabated.

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OVER THE BERLIN WALL, JACK MEETS IVAN

It's not every day that British sailors pose for photographs with Russian servicemen — but it happened in, of all places, East Berlin, last month.

During H.M.S. Ark Royal's visit to Hamburg, groups of sailors spent a week-end as guests of the British Army, hosted by

the Royal Corps of Transport at Alexandra Barracks, West Berlin. On a trip to the Eastern Sector,

were keen to be photographed with the Ark matelets. LA(Phot) Douglas Corrick took the picture and

the British sailors are (left to right): Stwd David Knox, LA Steven Pratt, LA(AH) Bill Palmer and NA(AH) Sid Lawrence.





**R.M. Museum:
custodian of . . .**

L'esprit de Corps



Generally speaking museums tend to be either boring — or not so boring. But when they are highly successful, one is unaware of being in a museum. This is true of the Royal Marines Museum at Eastney, Portsmouth. Here, 300 years of history spring to life in a setting as civilized as a stately home.

Situated off Southsea front, three miles from the dockyard and Portsmouth city centre, the museum opened in August 1975 and has since attracted more than 120,000 visitors. Housed in a splendid mid-Victorian building, formerly the officers' mess of Eastney Barracks, it is easily reached by car or bus. And the route is well sign-posted.

What the museum depicts is a history of men — all manner of men, written by Royal Marines in all corners of the world from 1664, to the present day. It is an epic tale, extravagant in courage, rich in adventure, proud in traditions. Because it is a human story, not all of it is good. Treatment meted out in the past to both seamen and marines was often cruel and inhuman.

Using the best display techniques, exciting colours, excellent lighting, models, audio visual presentations, and the superb setting of their former mess, the Royal Marines tell their story, vividly, in sequence and in a language anyone can understand.

They tell us of the wars they fought,

A visitor to the museum, Miss Ann Pigott, steps back in time to meet Marines of the 17th and 18th centuries.

the uniforms they wore; the weapons they carried. We learn how they lived; how they were treated. And through their diaries and letters, how some of them thought.

Their story opens in the museum's impressive scarlet and white entrance hall with a display of the colours they carried from 1810, to the Corps crest and Colours of today.

The Royal Marines Museum is open from Monday to Friday, 10 a.m. to 4 p.m., and Saturday and Sunday, 10 a.m. to noon. Admission and car park are free.

As the story unfolds, the order and punishment books of the 18th and 19th Centuries are of particular interest. From these we get a grim impression of how Marines were recruited and subsequently treated. A Boy Marine got 100 lashes for absenting himself without leave. If he survived the system, he was fortunate to be honourably discharged as "Old and Worn Out" by 45 or 50. If he rebelled, or incited others to do so, he was shot, or got 1,000 lashes and deportation for life.

For many, the antique weaponry, pistols, swords, guns on display will be of great interest. The museum is

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Left — Major Tony Brown, the museum's director, in the minstrels gallery which overlooks the former dining room. The magnificent ceiling can also be seen.

Right — The splendid staircase shows the clear anchor-badge of the Lord High Admiral — in its wrought ironwork.



Pictures by LA(Phot) Jack Dawis and Wren (Phot) Liz Taylor.

mentos and relics of many the Crimea, the Boer War, the Boxer Rebellion, and more by the two Great Wars. Perhaps it is the personal effects which will catch the eye — the uniform used in the Crimea, the hat of 1795, requesting a new and hat, the silk stockings ordered with the officers' name, the cooler, the leather sea-chest, souvenirs brought back from the war club from Fiji, the swords, the German revolver, and a few. Many visitors, the sections of the first and second world war will be of the greatest interest. The reality of trench warfare, the Jutland, and the period of the Corps activity from 1939 to the post-war years are also well.

The medal room, in which over gallantry and campaign awards displayed, will attract a great of visitors. Here they can

inspect one of the most comprehensive collections in any museum, including many unique and rare awards, and the complete set of ten Victoria Crosses awarded to Royal Marines.

The picture and silver gallery is very splendid, and the R.M. Bands history room has an eye-catching display of silver memorial drums and trumpets commemorating members of the band service who fell in two world wars. In the uniform room, one can inspect some of the impractical ones worn to India and China and elsewhere, and also trace the cocked hat applied for in 1795.

Though the museum is a military one offering a pageant of history, it is primarily about the men who helped write this history. What one remembers on leaving, is not the date of such and such a war, or whether it was lost or won, but the distinctive style and courage of the men who have earned for this Corps a reputation second to none as a fighting force.

The Italian influence

The museum building is superbly ornate with a Jacobean style loggia, and - arched and balustraded at first floor level. The entrance is approached by a graceful stone staircase. Behind this facade is the former mess dining room, a magnificent piece of mid-Victorian architecture. Italian craftsmen are reputed to have built the ornate covered ceiling, the arched fireplaces, and graceful mouldings. Big round-headed windows add to the interior beauty, as do the arched gallery and the staircase hall.

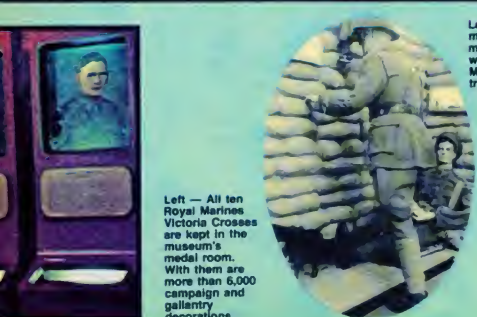
The museum's small staff is headed by the director, Major A. G. Brown R.M. (ret.), assisted by deputy director and archivist Major A. J. Gould R.M. (ret.), Mr. Paul Fauser (curator), and the head warder, Mr. Michael Fenton, and his staff.

Featured in the museum are 82 different Royal Marines uniforms. Pictured right are—

1. Marine in modern combat dress.
2. Marine bandsman in No. 1 dress.
3. General Duties Marine in No. 1 dress.
4. 1805 uniform.
5. 1755 uniform.
6. 1664 uniform.



Left — Inside the museum, a mock-up of first world war Marines in the trenches.



Left — All ten Royal Marines Victoria Crosses are kept in the museum's medal room. With them are more than 6,000 campaign and gallantry decorations.

LAUGH NAVY

— with our 'Enry...

Henry McGroarty is a marine artist in the truest sense. His studio is the torpedo compartment in Her Majesty's Submarine Valiant.

Leading Seaman McGroarty (26) is a radar and navigation specialist serving in the nuclear-powered boat. He began drawing and painting to pass his off-duty time on long continuously submerged patrols.

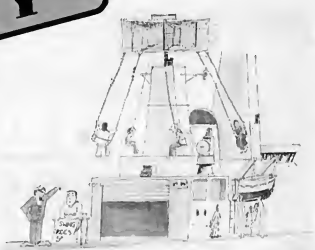
"Cartooning came first. I used to work on the ship's newspaper, and began cartooning characters and events. No one escaped — not even the captain — but everyone seemed to enjoy the jokes," says Henry.

Henry taught himself cartooning having begun to dabble with more serious work, beginning with water colours and later graduating to oils. His favourite subjects are of course, submarines — one of his latest being a dramatic impression of the Valiant at sea.

"Living and working with a submarine obviously creates a strong feeling and I believe this shows in my work. Most people think of submarines as fat, black and ugly. I think they are fascinating and I try to show their beauty and their enormous power."

"A 4,000-ton submarine at speed on the surface in rough weather is a magnificent sight. Often when I have been on the bridge on look-out duty I have seen wonderful sights — dolphins playing around the boat, incredibly colourful sunsets, and breathtaking sea effects. Later I have tried to capture these things on canvas."

At present Henry is working on a series of paintings depicting the actions which won 14 Victoria Crosses for Submarine Command in two world wars. He is also experimenting with the portrayal of submarines in their true element — beneath the surface.



"Yes, I do know it's Navy Days, but this is still not oil!"



...and others!

Most of Henry McGroarty's shipmates in H.M.S. Valiant have found themselves in his drawings at one time or another! His cartoons are also used on board to illustrate safety aspects of submarine life, giving grim warnings of the effects of carelessness — with a touch of humour which helps everyone to remember the serious advice.



"Well, maybe I was a teeny-weeny bit contemptuous towards the shore patrol. Skin..."



"Just watch it, Grimea. That's all, just watch it!"



"I've asked to see my divisional officer!"



"Right, you're the massed bands..."



"Our anti-missile missile has just shot itself down, sir."



"Does that mean we can't drink?"



"At first glance it may seem that boiler heating facilities are a little primitive..."

LAUGH NAVY

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Royal Naval Association



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PATRIOTISM - COMRADESHIP

Belgium
The Brussels Branch of the Royal Naval Association had great pleasure in welcoming their shipmates from Gosport who made a week-end trip to Belgium. They entertained the visitors in their "local". The Dinner — where Shipmates Foster and Dolder kept the Brussels flag flying. The crests and tankards brought as gifts were much appreciated, and special thanks go to Shipmate Tom Grant, social chairman of the Gosport Branch, who organized the visit.

Bicester
White Ensigns are always in popular demand, but the Bicester Branch was able to get one for Remembrance Day.

Birmingham Central
What with social activities and meetings with other branches it has been a busy and enjoyable time. Everyone enjoyed the day provided by Northampton Branch and the visits by members of Liverpool and Weston super Mare Branches. The trip down the Severn was a big success and greatly enjoyed by members, their wives and families. Much credit for this goes to the ladies committee of the Nautical Club.

Carterton
The dedication of the branch standard was a great event. The march was led by the Sea Cadet Band and guard from High Wycombe followed by shipmates from 11 branches with their standards and the Number 6 Area standard. The branch parade, the Rev. Mike Riley, officiated at the drum head service. The salute was taken by Lieut.-Col. W. L. Perrett, who is serving in H.M.S. Mercury. The branch standard bearer was Shipmate Alex Wines, a former Royal Marine.

Chelmsford
Some 200 members from all parts of No. 5 Area attended the annual dinner and dance organized by the branch. The guest of honour was Admiral Sir Kaye Staff, Lt. Col. W. L. Perrett, who is serving in H.M.S. Mercury.

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RAAF GOLF LEAGUE CHAMPIONS

Trafalgar Day marked the return to H.M.S. Belfast in the Thames of the magnificent inscribed silver bell which was originally donated by the people of Belfast in 1839, first presented to the ship in 1948 and then returned to the city when the cruiser paid off into reserve 14 years later.

The Lord Mayor and Council of the City of Belfast had agreed that the bell should take its place in its "proper" home in H.M.S. Belfast, now in her successful role as a floating museum in the Pool of London.

The solid silver bell, which was handed over by the Lord Mayor (Sir James Stewart), will be permanent view to the public on the quarterdeck beneath the six-inch guns of "Y" turret.

This year's Trafalgar Day was the sixth anniversary of the ship entering her second life as a museum ship. In that time more than two million people have visited.

Recent visitors have included a party of 11 survivors of the German battleship *Scharnhorst*, which was sunk by British surface forces including H.M.S. Belfast — in the *Barcan Sea* off North Cape on December 26, 1943. The visit, which was arranged by the German Naval Attaché in London, included a tour of the Belfast in the morning and a visit to the Royal Naval College, Portsmouth Museum, and Observatory at Greenwich.

In the evening the German shipmates and their wives returned to the Belfast to meet their former adversaries — members of the crew of the Belfast who were serving in the cruiser at the time of the sinking. Everyone agreed that exchanging names and addresses was much better than exchanging shells.

Cleveland
Shipmate Harold Osley, the oldest member of the branch, was born in Cleveland, Ohio, in 1894 and served for 24 years, was given a surprise party to celebrate his 83rd birthday. The branch president, Shipmate Ken Laverick, on behalf of the members presented him with a gift. Special thanks went to Mrs. Barbara Smartwite, who provided the delicious refreshments.

Crawley
Shipmate Jack Hygate, who is 80, has been elected vice-president of the branch. Still hale and hearty, he joined H.M.S. Fishguard as a boy artist in January, 1913. He wonders how many of his shipmates (his number was 781) are still around because he would like to meet them in person. Now that the branch has taken over the club of the T.S. Cosack, the headquarters of the Sea Cadets, it is hoped that regular Saturday evening sessions will be held.

Edgeware and Mill Hill
The first time in 25 years the branch had enough members to hold an annual dinner which was greatly enjoyed by 125 shipmates and friends, including parents and Kenyon. The guest of honour was branch president and National Council Member Shipmate Charlie Wheeler. The branch, which had been barely ticking over for so long, now has a membership of 70, including 34 Blue Badge members.

Edgeware and Mill Hill
The branch played host to No. 9 Area dinner at the Town Hall, Crayford. The event was attended by members, with guests from H.M. survey ships Ecto,



Ring the magnificent bell after its return to the cruiser are the Lord Mayor of Belfast (Sir James Stewart) and the chairman of the H.M.S. Belfast Trust, Rear-Admiral Morgan Gille.

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REUNIONS

The R.N. Forces Central Reunion Committee are planning to hold their second annual reunion in London on April 29, 1978, at 5 T. Cussey (Secretary/ Treasurer), 22, London Avenue, Newham E16 3NB. Please enclose a stamped addressed envelope.

Survivors of H.M.S. Edinburgh should note in their diaries that the next annual reunion of the ship will be held on April 29, 1978, at 5 T. Cussey (Secretary/ Treasurer), 22, London Avenue, Newham E16 3NB. Please enclose a stamped addressed envelope.

The Battle of the River Plate Veterans' Reunion will be held on April 29, 1978, at 5 T. Cussey (Secretary/ Treasurer), 22, London Avenue, Newham E16 3NB. Please enclose a stamped addressed envelope.

H.M.S. Ceylon — "23" (1945-60) Commemorative of this shipmates with a reunion and a dinner will be held on April 29, 1978. All interested are requested to write to Mr. J. H. B. (Secretary), 22, London Avenue, Newham E16 3NB. Please enclose a stamped addressed envelope.

Members of the Southern Area, Coastal Command, should note that the next annual reunion of the ship will be held on April 29, 1978, at 5 T. Cussey (Secretary/ Treasurer), 22, London Avenue, Newham E16 3NB. Please enclose a stamped addressed envelope.

The 1st Destroyer Flotilla 1942-45 Association held a most successful reunion weekend in London on April 29, 1978. All interested are requested to write to Mr. J. H. B. (Secretary), 22, London Avenue, Newham E16 3NB. Please enclose a stamped addressed envelope.

Any shipmate who did not come to the reunion of the ship will be held on April 29, 1978, at 5 T. Cussey (Secretary/ Treasurer), 22, London Avenue, Newham E16 3NB. Please enclose a stamped addressed envelope.

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NEW DEAL FOR AN OLD ACE

Propped up on jacks in a small hangar on the edge of Culdrose airfield is aircraft WV908, minus wings, engine and ejector seat and with wires playing from all sides. It gives no indication of future flight, but the trio of naval airmen dedicated to restoring the jet aircraft to its original splendour are confident that by next spring this Sea Hawk will once again be overlying H.M.S. Seahawk.

The single-seat, single-engined fighter, which first flew in 1954 and left naval hands in 1970 after a busy career, was acquired by R.N. air station Culdrose last year. Since then the aircraft has been methodically stripped down to bare metal, all major components removed for servicing and the internal electrics completely overhauled.

The busy trio rebuilding the aircraft are CAA Taff Williams, AA John Hodges and LEM John Griffin. In September they started dismantling and checking out a Rolls-Royce Nene engine "cannibalized" from another Sea Hawk.

This month the aircraft is due to be re-sprayed and should emerge resplendent in the colours of 806 "Ace of Diamonds" Naval Air Squadron.

There's one problem all the paperwork concerning WV908 before its arrival at Cudroze has been destroyed. In an

effort to compile a potted history of the aircraft, advertisements placed in various publications have brought an encouraging response, especially from the pilots who flew the aircraft more than 20 years ago.

A sketchy picture of its life has been built up, but there are many gaps and Navy News readers who can help with information and photographs are asked to contact the Public Relations Officer, R.N. air station Culdrose, Helston, Cornwall, telephone Helston 4121 ext. 2460-1 (MOD internal code, 1481).

Right: Trio with the task of rebuilding WV908 — CAA Taff Williams (in white coat), AA John Hodges (on ladder), and LEM John Griffin. While stripping down the Nene engine Taff Williams and John Hodge discovered that they had performed the identical task together at R.N. air station Brawdy in 1953.

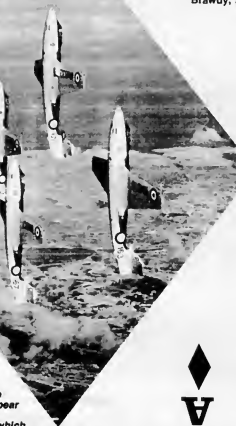
Picture: LA(Pho)
Pete Northcott

**DO YOU
REMEMBER
WV 908?**

What is known about WV908 is that it was built by Armstrong Whitworth, first flown by Mr. Martin Walton on December 31, 1954. It was delivered to R.N. air station Abbotsinch in February, 1955, and until October of that year it was allocated to 807 Squadron at R.N. air station Brawdy, at times embarked in H.M.S. Albion.

It was later embarked in H.M. ships Ark Royal and Bulwark with 848 Squadron, later joining 806 Squadron, first at R.N. air station Lossiemouth and then at Brawdy.

In October, 1960, it joined 738 Squadron, spending 20 months with the Operational Flying School 1 at Lossiemouth, and ten years later was transferred to the Royal Air Force as a systems trainer at Halton. It is believed that WV908 also spent some time with the civilian - manned Fleet Requirement Unit based at Hurn Airport.



Flashback to July, 1955, when this dramatic picture of Sea Hawks from 806 Naval Air Squadron over Malta appeared on the front page of the fourteenth issue of Navy News. The aircraft bear the markings of the "Ace of Diamonds" Squadron, with which WY908 will be emblazoned.

'New' flying machine for museum

The modern Fleet Air Arm, jet propelled and armed with guided missiles, has come a long way from the days of the primitive Short S27 bi-plane flown by Lieut. G. R. Sampson, R.N. at Eastchurch, Isle of Sheppey, in 1911.

A replica of this "flying machine" is being built by apprentices of the Royal Naval Aircraft Repair Yard at Fleetlands. When completed it will go on display at the Fleet Air Arm Museum's Queen Elizabeth II Silver Jubilee Exhibition Hall, opened on October 11 by Admiral of the Fleet Earl Louis Mountbatten.

As a boy of 11 Lord Mountbatten was taken for a flight in such a machine and he put forward the idea of having a model of the aircraft in the museum.

The bi-plane, which was used for training, had a 50 horse power Gnome engine driving a "pusher" airscrew. The instructor sat in the open cockpit and the pupil crouched behind, reaching over his shoulders to handle the con-

trols. Voice communication was impossible above the noise of the engine.

The third-year and fourth-year apprentices who accepted the task of building the model as part of their professional training, faced the problem of how to construct it without access to working drawings. Already they have succeeded in constructing the tail unit and other components.



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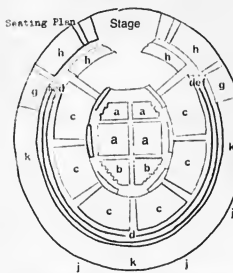
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aedalus team's reward

A high spot for the H.M.S. Daedalus gymnastic display team's busy season was the performance given at the home of Admiral of the Fleet the Earl Mountbatten of Burma, at Broadlands, Ramsey, Hants.

To mark the retirement of the team manager, Lieut. R. Bridges, and the trainers, CPIT P. Clark and POFIT D. Thomas, Earl Mountbatten — on behalf of their manager — presented each member of the team with a track suit badge and a signed certificate.

The team, which was formed in 1973, consists of sailors with an average age of 19, mostly from the Air Engineering School, H.M.S. Daedalus, who train in their spare time. Their most spectacular routines include a series of diving vaults through a human pyramid and a double summersault. This season they have performed at 26 events throughout the South of England.

The team's new manager is Lieut. Bob Garland, who gave several of this season's commendations.



Above: The Human Hoop routine, starring the only civilian member of the team, 15-year-old Andrew Bradley, who plans to join the WRNS as soon as possible. She is supported by AE APP Sieve Ashworth (left) and EA APP John Mowley, as EA APP Andy Wilson dives through the gap with team trainer CP01 Peter Clark ready to lend a helping hand.



A proud moment for (left to right) EA APP Andy Wilson, LREM(A) Will Abbar, AA APP Mick Grogan, EA APP Sieve Ashworth, and EA APP Norman Potts, as they receive their badges and certificates from Earl Mountbatten.

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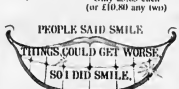


232 REALITY



227 MUCH TRAY

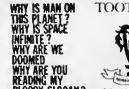
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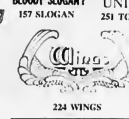
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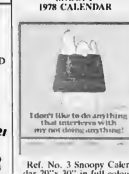
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HELPING HANDS... HELPING HANDS... HELPING HANDS... HELPING HANDS... HELPING HANDS...

A DROP OF THE SOFT STUFF!

A timely drop of the soft stuff was good news for WTR David Kirkham as he pounded round the flight deck of H.M.S. HERMES at Bermuda. LSA Pooley is doing the pouring and SA Wilson the encouraging as David completes one of 30 laps of the flight deck. His marathon, in temperatures of 86 degrees F., amounted to about eight miles and raised £80 from sponsorship. David later presented the money to the CPO's Mess, which now has more than £300 for the Guide Dogs for the Blind organization. A third "pacer" on the marathon was SA Keeling.

□ □ □ □

"Kidnapped" trousers, swear boxes and a foreign coins pool in H.M. submarine PINWHALE produced £100 for muscular dystrophy research. The bulk of the money was collected in foreign change while the submarine was at American and West Indian ports on her three-month transatlantic deployment.



NAVY DAYS PROFITS

Naval charities benefited by more than £54,000 from Portsmouth and Plymouth Navy Days. Although Portsmouth suffered a drop in attendance, profits were more than £24,000. Plymouth, which had a record attendance, made a record profit of at least £30,000.

□ □ □

Neptune six climb for the blind

A six-man team from H.M.S. NEPTUNE raised £140 during the annual Ben Lomond sponsorship climb in aid of the Royal Commonwealth Society for the Blind. The six were PO Doc Johnstone (R.N. Sick Quarters) and Colour Sgt. Lawrence Bell, Cpls Bill Sharp and Jim Neil and Marines Tiv Lowe and Eric Jones, all of the Royal Marines detachment, Clyde Submarine Base.

Heavy rain, poor visibility and wind gusting to force ten combined to produce appalling conditions for the 600 competitors on the mountain. Neptune finished second in the racing section, and had three runners home in the first six.

Collingwood cashes in...

Local and naval charities have frequent cause to remember the generosity of sailors serving at H.M.S. COLLINGWOOD. Not many editions of Navy News appear without some mention of money-raising activities undertaken at the Navy's Weapon and Electrical Engineering School near Fareham.

Organizations to benefit most recently have been King George's Fund for Sailors, the Queen's Silver Jubilee Appeal, the local R.N.L.I. branch, and Portsmouth and Isle of Wight Samaritans.

The establishment's autumn fair was plagued by bad

weather, but nevertheless attracted more than 2,000 people and raised nearly £2,500. This money, added to various sponsored events, has brought to about £3,400 the amount raised by Collingwood this year for Jubilee and King George's funds.

Gosport and Fareham's R.N.L.I. branch benefited by £91 from a disco held at the establishment, and, another disco night raised £30 for the Samaritans.

□ □ □

Nine stokers serving in H.M.S. LONDON walked from Portsmouth to London to present a cheque for £100 to the Great Ormond Street Hospital for Sick Children. The guided missile destroyer had raised £1,000 for the hospital's appeal, but the Marine

Engineering Department decided to make its own footslogging contribution. It is hoped the £100 will be trebled when all the walkers' sponsors have paid up.

□ □ □

R.N.L.I. received a £100 boost when eight members of the ROWNER RECREATION CENTRE darts team played a

24-hour marathon match. The eight — Colin Truman, John Sellars, Richard and David Makarewicz, Ian Kane, Keith Palmer, Paddy Perry and Robbie Robinson — finished just over 60,000 behind the Hampshire darts marathon record of 856,874.

Rowner Recreation Centre was built by the Sailors' Fund, which also financed a large extension opened recently.

... and Rock Scouts clean up

Eagle Patrol of the 8th Gibraltar Air Scouts cleaned up at H.M.S. ROOKE. Their efforts to help the Naval Patrol contributed towards the Scouts' total of £70 from their Bob-a-Job week. The Group Scout Leader is LSTD John White (right) who is serving at Rooke. The two Scouts, Kevin Donnelly (front left) and Andrew Thornton, are sons of Service personnel on the Rock, and the

four sailors with a bright, shiny Land Rover are (left to right) LREGs Paul Methuish, William Jarvis, Kevin Riley, and MEM Derek Moth.



Exactly £100 was the sum raised by H.M.S. DEVONSHIRE for Adelaide House, London, one of the ship's special charities. Adelaide House is a home for children from broken homes and orphans. It is run by the Royal Borough of Kensington and Chelsea. The Devonshire money will be spent on

equipment for a new games room.

□ □ □

A "slim-in" while H.M.S. TORQUAY was on fish patrol lost weight for various members of the ship's company, and produced £150 for the children's ward of Torbay Hospital, Torquay.

During the Cardiff Searchlight Tattoo, members of the CARDIFF UNIT of the Royal Naval Auxiliary Service volunteered their services for the ten days of the Tattoo. They were given the job of selling programmes, and donated their earnings — £52.54 — to the Royal Naval Benevolent Trust.



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THE METROPOLITAN POLICE



HERMES CAPS THE LOT!

Whale of a time was had by all

This killer whale at Florida's Sea World set out to prove it was no land-blubber when he posed for a picture wearing the photographer's cap.

LA(Phot) Ted Tierney, serving with a detachment of 845 Naval Air Squadron in H.M.S. Hermes, did not fancy getting too close to the whale — so the cap was placed in position by the whale's trainer. A number of the ship's company visited Sea World during a two-day excursion in Florida. The first day was occupied with a visit to Disney World.

Below: A gun booms its salute from the shore as H.M.S. Hermes, wearing the flag of Flag Officer Carriers and Amphibious Ships (Rear-Admiral W. D. M. Staveley), arrives at Mayport, Florida.



'OUTSTANDING SHIP' SAY AMERICANS

H.M.S. Hermes arrives back in Devonport this month after a Western Atlantic deployment which has taken her to Bermuda, Mayport in Florida, Norfolk in Virginia and Lisbon on the return voyage.

She took part in exercises with the United States Navy followed by a large NATO exercise. While she was on passage between Mayport and Norfolk, Harrier aircraft from the United States Marine Attack Squadron (No. 452) based at Cherry Point, North Carolina, operated with Sea King and Wessex 5 helicopters from the ship.

The Hermes will be the first ship

to have a squadron of Hawker Siddeley Aviation Sea Harriers and the day's operations represented further development in her role as an anti-submarine carrier.

General comment of the American ground and air crews was that the Hermes was an outstanding ship on which to work. When the Hermes, wearing the flag of Flag Officer First Flotilla, Rear-Admiral R. R. Squires, entered Norfolk with H.M. ships Antrim, Kent, Diomedé and Arrow and R.F.A.s Tidereach and Resurgent, she was met by Norfolk's Mine Hospital.

Crests and pictures were exchanged on board.



**Manoeuvres
music
and
marching**

Above: Rockets shoot from a Wessex 5 during a sea day held when H.M.S. Hermes sailed from Bermuda with H.M. ships Antrim, Kent, Diomedé, Arrow and R.F.A.s Tidereach and Resurgent.

Members of the Bermuda Government, including the Governor, Sir Peter Ramsbottom, selected V.I.P.s and press representatives embarked in the Hermes toured the ship. In the morning and watched a flying display, manoeuvres, firing and a five-ship replenishment at sea.

Right: Five pretty majorettes gave a special welcome to H.M.S. Hermes — and the ship's gunnery officer, Lieut. Gordon Lowrey — on arrival in Mayport with H.M.S. Antrim and R.F.A.s Tidereach and Resurgent. The girls were from a Jacksonville school, whose band gave a stirring performance, accompanied by a display by the majorettes.



PEOPLE IN THE NEWS

You could be looking at the biggest steaming boots in the Royal Navy. They are size 16, and are specially made for EMARV/DICK MUDD, serving in H.M.S. Endurance's ship's flight at R.N. air station Portland. Also trying on a pair is Little Will, the ventriloquist's dummy which became a national "personality" during the "Sailor" television series about H.M.S. Ark Royal. Little Will's "partner", LACMNH JOHN POOLEY, is now serving with the ship's flight, which will embark in the Endurance this month for a voyage lasting several months to South America, the Falkland Islands and the Antarctic peninsulas.



A look at the Lynx

Looking at a Lynx lay-out is Second Officer DIANE HEAVER, Personal Assistant to the Flag Officer Naval Air Command. She was briefed on the helicopter by the senior pilot of 700L Squadron, Lieut.-Cdr. COLIN HAGUE, before he took her for a flight in the Lynx.

Picture: POFphoto Lee Watt.

... and a kiss from Miss Piggy

Grin or grimace, Animal the Muppet seemed happy enough to be photographed with five sailors from H.M.S. Norton when they visited the A.T.V. studios at Ebbw Vale to see a Muppet Show in the making. Animal has been adopted by the Norton as her mascot.

The five — from left to right LEO (G) STEVE WHITING, LEO RAY POLLOCK, CEMIL PAUL MACHIN, AB(W) BLUE BRASSINGTON AND REMI BARNEY BARNUM — had a rare look behind the scenes with Jim Henson, the man who created the Muppets, produces the show and is the voice behind Kermit the frog and Rolf the canine piano player. Visitors are not normally allowed on the Muppet sets.

For the men from Norton (known as "U.S.S." Norton to her company — "usually sails Saturdays") there was also a kiss from the ... er, beautiful Miss Piggy!

Man in a woman's world



Man in a woman's world is Lieut. CHRIS BARTER, secretary to the Director of the WRNS, Commandant VONLA McBRIDE, with whom he is pictured. Lieut. Barter is the first male officer to be appointed to the staff of a Director of the Women's Services.

Picture: Wren C. Whynnie.

The world's largest selling gin.



PEOPLE IN THE NEWS



No wonder **POCK TERRY DAVIDSON** looks happy. He has just received a cheque for £500 and a silver salver from broadcaster **MONTY MODLYN** (left) for finishing second in the Yeoman 'Chef of the Year' competition to find the best industrial chef in Britain. PO Davidson, from the Wardroom Gallery of R.N. air station Culdrose, had to plan a three course meal for 100 servings at a cost of not more than 50p a head, in the finals at a London hotel he had to prepare his main course, an apple and pork casserole.

WINGED WRENS

Four members of the WRNS proudly show their 'wings' to Rear-Admiral **JOHN ROBERTS**, the Flag Officer Naval Air command. The wings, the first awarded to Wrens, were presented to them by Prince Charles at R.N. air station Yeovilton. From left to right are Wrens **JULIE DARGAN**, **ISABEL GOWEN** and **HELEN WATSON**, and Lt Wren **KAREN NELSON**. All four have qualified as cabin attendants in naval communications aircraft, and the new flying badge has been introduced in recognition of their special qualifications.

Earlier this year Helen acted as a stand-in for a James Bond girl during the latest 007 film, 'The Spy Who Loved Me'. She can be seen in the film, dressed as KGB colonel, being lowered from a helicopter to a waiting submarine.

Picture: PO Les Warr.



Hello, brother!



When Wren **BARBARA HARDING** arrived at H.M.S. Collingwood, there was a familiar face to greet her at the main gate. It was her brother, **DAVID**, an acting petty officer control electrician doing a **POCELA** course at Collingwood. David has just completed two years in H.M.S. Dundas, and Barbara, who joined the Navy in March, recently finished a writers' course at H.M.S. Pembroke. While training there, she appeared at the Royal Tournament, Earl's Court, as a member of the WRNS dancing team.

Keith joins the Arrows

LA(Phot) **KEITH STURGE**'s 'live' introduction to the Red Arrows was a dream come true. "Despite the first moments of panic, the flight was an unforgettable experience," said Keith after his high-flying act with the Royal Air Force's famous aerobatic display team.

Currently serving at H.M.S. Heron, Keith joined the Navy as a marine engineering mechanic, but retrained four years ago as a naval photographer.

Picture: CPO(Phot) S. R. Hobden.



Didn't they do well?

Didn't they do well on Bruce's show? **Lieut.-Col. DEREK PULFORD**, H.M.S. Pembroke's cookery training officer, gave a demonstration of napkin folding on **Bruce Forsyth's** 'Generation Game' television show. Assisting him at the rehearsal was Wren **ELAINE EZEKIEL**. And an additional feature of the popular Saturday night programme was the super-coated bust of Bruce Forsyth made by **POCK JIM JOHNSON**.

Also doing well were the Corps of Drums, the Depot, Royal Marines, which appeared in 'The Generation Game' the following Saturday.

Picture: LWren (Phot) Joan Roberts.

Mr. **EMMANUEL FITINI**, Maltese manager of H.M.S. Leander's Nautil canteen, has completed 32 years of service, 25 of them as a manager. To mark his long involvement with Naafi, Mr. Fitini has been presented with a citation by Flag Officer Plymouth, Vice-Admiral John Forbes. During the first few months of his four years in the Leander, Mr. Fitini personally designed and rebuilt his canteen.

□ □ □ □ □

Seven prospective life-savers were put through their paces in the H.M.S. Neptune swimming pool, and subsequently achieved bronze medal awards from the Royal Life Saving Society. The seven were **MEG RINDNESS**, OS HOY, AB **TURNER**, WREN **JUNE SHAW**, LA **BROWN**, PO **HANRATTY**, and 16-year-old **LOTTA LEAHY**, daughter of Commodore Alan Leahy, Commodore Clyde. The candidates were trained by **POPT Jim Storey**.

Navy News

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More letters

Cheque out that pint!

May I help POWTR J. W. Howell on one or two of the points raised in his letter (October issue) concerning banking facilities. Yes, PU, we are aware of the problems and, in fact, in Chatham we are open two hours a day, three days a week for full banking advice, including welfare and investment advice — not just cheque cashing.

There has never been a limit on the amount of the cheque depending on rate or rank, but it would help us to help you if anyone wanting to cash cheques would make prior arrangements with his bank at home for a definite amount or top limit per week to be drawn through your nearest sub-branch in the establishment. This would cut out the need for phone calls and enable my people to cash your cheque in ten seconds flat.

H.M.S. Diomedea is an old friend of ours in Chatham. Try me, Mr. Howell. If it takes longer, I'll buy you a pint.

R. G. Woods

Manager
National Westminster Bank,
Chatham.

Save the

■ Ark . . .

I completely agree with Mr. D. Chitty and Mr. G. Bramall that H.M.S. Ark Royal should be made a floating museum when she is taken out of active service at the end of next year. I am therefore producing a petition and if anyone would like to take some around and would send me a stamped, self-addressed foolscap envelope I would be glad to send them some forms.

Richard Crease

Laurelhurst,
Tenterden,
Kent.

Continued from
Pages 6 and 7

. . . and

■ Hermes!

A number of my correspondents have expressed the opinion that, were a fairly god-mother to grant them one wish that they could bring about the preservation of one present warship, H.M.S. Ark Royal would be the choice.

I would demur because the cost would be prohibitive, there would be the question of where to keep such a large ship, and a large part of the Ark was original as parts of H.M.S. Eagle have been used in a process of "canalisation".

Appreciating that, owing to the scrapping of H.M.S. Vanguard, H.M.S. Belfast has had to represent both the battleship and cruiser "big gun" classes and that the smaller classes such as frigates and corvettes find their example in H.M.S. Cavalier, I would suggest that a more logical selection for the aircraft carriers would be H.M.S. Hermes, truly the last aircraft carrier in the classical idiom.

Not only has the Hermes been the least, but her 1969 date is four years later than the Ark Royal, she is smaller and would have a longer life expectancy if not the Hermes, then I would put forward the claims of the hulk of the Eagle or H.M.S. Bulwark as they have direct operation action in anger to their credit.

Personally, if a fairly god-mother let me propose a warship, regretting that H.M.S. Lion is no longer available to represent the last line cruiser, I would select H.M.S. Hampshire, the Mark I County class warship with the greatest number of guns, although she so aptly represents the classic design of post-war warship.

James Whitam

Bromley,
Kent.

Chiefs get
■ younger

"Has there ever been a younger chief?" asked B. R. Iles in the October issue. There most certainly has.

I would not claim to be the youngest CPO rated in the Royal Navy, as most records can be broken, but I was rated in H.M.S. Gambia on March 14, 1943, at the age of 22 years six months and two weeks. A man named Linsley, who was within a month or two of my age, was rated at that time.

I have been associated with the Sea Cadet Corps since leaving the Service and have completed more than 31 years with that organization. It is an interesting point that in T.S. Jupiter there are five members who have been awarded the Cadet Forces Medal with one bar.

A. Robinson

Middlesbrough,
Cleveland.

. . . and younger

I was rated CPO and M(A)P1 on January 1 1971 while serving in H.M.S. Cockatrice. At that time I was 22 years 11 months. However, I am certain there are other artificers rated CPO at a younger age.

R. J. Arthur

CMEAP
R.N. Company,
R.M. Poole.

. . . and younger

The youngest chief question presumably depends on the generation to which you belong. I was rated up from 5th class ERA to Acting 4th Class on January 1, 1931, at the age of 21 years and five days, having then the uniform of a chief petty officer.

L. H. B. Day
Lieut. (ret'd).

Plymouth.

. . . and younger

I was rated AA3 on December 7 1944, aged 23 years 15 days, and my seniority was backdated to July 1 1944.

I became a Chief AA on July 1 1946, aged 24 years 7 months, and a WO in E4, aged 26 (knocking 27). How's that?

E. W. Whitley
Lieut.-Cdr (ret'd)

Rushden,
Northants.

New rig not

■ so special

The old uniform is a recognized good ran ashore rig which every (or most) sailor likes as the British naval uniform.

I am proud to be British, but the new rig looks like a lot of other naval uniforms. It also looks effeminate and I have not yet met anyone who likes it.

Why not keep the old rig, traditional as it is, and British?

H.M.S. Hecla

RM Gill

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DIVERS' RO
OF HONOUR

The Diving Section of H.M.S. Vernon is preparing a record of diving and bomb disposal awards made to members of the Royal Navy. This is to be displayed in Vernon, where young divers under training will be able to read it and appreciate the importance of the branch they are joining and the high standard of professionalism reached by men of the branch.

Many names and awards are already listed, but to ensure that the list is as comprehensive as possible Navy News readers who have received these awards are invited to send details to Vernon. It would also be appreciated if they would mention awards which they know were made to colleagues. Commendations are not being included because of the large number which has been made.

The information should be sent to Deepwater Divisional Office, H.M.S. Vernon, Portsmouth.

to the Editor

High-flying ■ mace

Concerning "High-flying mace" (August), I can assure you that it is a physical impossibility for anyone to have thrown the mace over the main gate of R.N.B., Portsmouth.

It isn't the height — that would be no problem — but the weight is such that the mace would have to go at least 80 ft. into the air to enable the drum major to catch it on the other side (continuing to march at 110 paces a minute).

I knew Wally Hammond

myself — he took over from L.S. Buster Brown — and neither of them ever attempted to put the mace over the main gate. I served with the Portsmouth Bluejacket Band from 1952-55.

D. F. Jacobs
Bridgetown,
Barbados

Ex-POGI

Could we please bury the myth of the high-flying mace? As a member of the B.J.B. (Portsmouth) at various times between 1952 and 1955, I can assure you that this feat would have been impossible. The gates were always open when the band

marched in or out and above them was a brickwork arch too high for any drum major to throw his mace over.

H. N. Truke
Ex-TC

Hotel for ■ the R.N.

As several letters in your column have indicated, naval personnel using the Hotel for the Royal Navy at Weymouth have been complimentary about the

service provided.

We have found, however, that although the hotel is well used during the summer, usage during the winter months has fallen off dramatically. In the interests of economy, my committee has therefore reluctantly decided to close the hotel for two months from Saturday, December 3 to Saturday, January 28.

While writing, may I make it clear that the hotel is for serving and ex-service officers and ratings of the R.N., R.M., and W.R.N.S., and their families. Some retired personnel have been mistaken in thinking that "Hotel for the Royal Navy"

means for regular personnel only. In fact the major users are ex-service personnel.

Edgar G. Brown
Capt.
Chairman, Management Com-
mittee,
Hotel for the Royal Navy

Rothesay's ■ T.S. link

On behalf of all of us at T.S. Goodwin, Richmond, Surrey, I would like to take the opportunity to thank the commanding officer of our affiliated ship,

H.M.S. Rothesay, Cdr. N. C. James, Lieut. Laurie Willocks, our liaison officer, and the ship's company, for all the help and interest shown us during the past two years.

Without their co-operation our affiliation would not have been the success it has been. Thank you and good luck in your new ships. We are sorry to lose you.

Lt. A. Smith R.N.R.
Commanding Officer
H.M.S. Rothesay

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We can help to relieve you of some of these worries. We can help you to line up a new job and a new place to live well before your ROD. We can show you how your retraining period can be used for induction, so that the change in your life is less traumatic and you have time to adjust to a completely new environment. But, above all, we speak **your** language.

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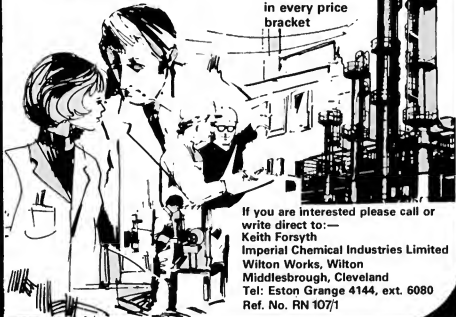
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ANGLING

FLY TEAM REELS IN TROPHIES

Results were: 1, R. A. F. (15lb. 4oz.); 2, Army (12lb. 8½oz.); 3, R.A.F. (10lb. 12oz.); 4, U.S. Navy. Best bag, Lieut.-Cdr. Sharpey (5lb. 5½oz.).

Fishing for the Navy were Lieut.-Cdrs. D. W. Crampton-Thomas (team captain, H.M.S. Heron), D. B. Sharpey, P. Gage (FONAC), H. Simpson (Airwork, Lee-on-Solent), G. W. P. Heard (Osprey) and J. Bird (Osprey), Capt. G. Whiteley (R.M.C.T. Lymington), Colour-Sgt. L. Gordon (R.M.

Best placed Navy angler was team captain CREL Rab Butler (H.M.S. Norfolk), who finished tenth overall, REMNI Paddy Dynes, also of the Norfolk, was 17th, and REMNI George Connery (Collingwood) was 18th.

Boycott

in action

On Rock.

*Air's k-o men
get to work*

Finals of the Naval Air Command novices boxing championships were held at H.M.S. Daedalus last month.

L.F.M. Chris Crowsak (H.M.S. Daedalus) won his light heavy title with a non-stop attack on E.M.A. Wallace (H.M.S. Culdrose) within the first 30 seconds. The boxer of the championship was John John Knight (H.M.S. Daedalus) who defeated the runner-up, J. J. Knuckton, in three fights, all in under one minute of the first round.

The Bambara team trophy was won by H.M.S. Seahawk with 36 points. Runners-up were H.M.S. Daedalus with 28 points.

Individual winners were: L.M. Johnson (H.M.S. Daedalus), J. Dees (H.M.S. Seahawk, lightweight); A.S.T.D. Obrian (H.M.S. Oprey, light waterweight); S.A. Knight (H.M.S. Daedalus, waterweight); I.R.E.M. Vamplew (H.M.S. Seahawk, special middle); P.O. Kancan (H.M.S. Seahawk, light waterweight); J. J. Knuckton (H.M.S. Daedalus, light waterweight); J. J. Knight (H.M.S. Herson, heavyweight); R.D. Elliot (H.M.S. Gannet, middleweight).

Yorkshire County Cricket team, led by Test stars Geoff Boycott and John Hampshire, ended their season with four matches at Gibraltar against Service and local teams.

The navy was well represented in the matches, with Navy opener ROI Pincher Martin scoring a fine half century for Combined Services. Other Navy players in the matches were Surgeon Lieut.-Cdr. Paxton Dewar, Lieut.-Cdr. Ron Moninger, Surgeon Lieut. Mike Page and REMNI Lindsay Sotherton.

Led by REMNI Sotherton, the Navy team enjoyed a successful season, winning the Gibraltar Senior League title and the Inter-Service competition. Of 12 matches played, eight were won, two drawn and two lost.

SPORT

challenge after promising start

GOLF

After an unusually successful start to the Inter-Service golf championships at Burnham and Berrow Golf Club, the Navy side fell away to finish third, writes John Weekes.

Last year the Navy did particularly badly in the forenoon foursomes; this year they were leading the R.A.F. by 3½ matches to a half at lunchtime on the first day.

All the Navy team were playing well but a fine victory by Lieut. Jim Grievie (H.M.S. Avenger) and Lieut.-Cdr. Brian Grant (R.N.H. Plymouth) is worth a special mention. In the afternoon, the story was unfortunately very different. The R.A.F. struck the ball straight and long, while the Navy became more wayward.

It was sad to watch high hopes dashed as the Navy managed only 1½ points from the singles, and to see the R.A.F. win by seven matches to five.

The last game was a battle of two veterans whose combined ages were little short of a ton. The Navy competitor was Lieut.-Cdr. Ron McLean (MOJ London) and the result was, appropriately, a halved match.

LITTLE HEADWAY

Against the Army on the second day the Navy could make little headway. All the foursomes were lost and a bare 1½ points was all that could be gained from the singles. This included a fine win game, Portsmouth qualified just through the second round.

The Army team was strong as ever, but perhaps the end result was predictable. However, it was still

a disappointing tournament for the Navy golfers. The R.A.F. managed a great comeback against the Army on the third day, halved the last match on the last green and finished as joint champions with the Army.

CORNISH PASTY

Navy success at Newquay Golf Club last year in winning the Cornish Pasty competition could not be repeated. Either the opposition was stronger or the sobriety of the Navy golfers was misplaced. Anyway, despite two especially good performances by Lieut. Alan Bray (H.M.S. Antelope) and Lieut.-Cdr. Richard Moore (Portland), we did not manage to retain the Pasty trophy. As this tournament is all foursomes play, it is good practice for the Navy team and should stand the team in good stead for next year's fixtures.

CENTURION WIN

H.M.S. Centurion gave a repeat performance in the Portsmouth Inter-Service golf club on October 6. Like last year, they were trailing at the half way stage, but were once more strongly led by CPO Mick Skyrme and eventually retained the title comfortably from H.M.S. Sultan. Also playing well for Centurion was Lieut.-Cdr. Roger Greenwood, individual net winner on the day. Third team member who played extremely badly was your Navy News golf correspondent.

Another Royal for bobsleighers



New manager of the British bobsleigh team is Royal Marines Capt. Roger Spiers. He succeeds Prince Michael of Kent.

Capt. Spiers (pictured above) has been bobsledding for six years, and for the past three has been captain and manager of the R.N. and R.M. bobsleigh team. In 1975 he came second in the British championships and fourth in the international military championships.

Capt. Spiers was forced to retire from active bobsledding because of a serious injury sustained while abseiling 200ft. from a helicopter.

Now the R.M. public relations officer at the Ministry of Defence, Whitehall, he will be attempting to urge the British to bobsledding gold in the 1980 Winter Olympics at Lake Placid, U.S.A.

SOCCER

Raleigh's triumph

H.M.S. Raleigh's soccer team made sure of getting their name on the Navy Youth Cup when they beat H.M.S. Mercury 2-1 in the final of the knock-out competition. It was the first time in the ten-year history of the Youth Cup that Raleigh had reached the final, writes Jack Sheppard.

At senior level, the Navy Cup was being decided between H.M.S. Sultan and H.M.S. Collingwood at Sultan on November 2.

Raleigh won through to their Youth Cup final appearance by beating H.M.S. Dardanelle 3-1. Mercury had to go to extra time before beating H.M.S. Caledonia 2-1 in their semi-final.

H.M.S. Galatia's progress in the senior competition ended against R.N. air station Yeovilton in the divisional semi-finals. The Galatians team put paid to cup holders Goldrose in the first round, then went on to beat Raleigh in the second round.

QUARTER-FINALS

Divisional quarter-final results were: H.M.S. Nelson 8, H.M.S. Blake 4; Second Frigate Squadron 1, Collingwood 7; Dardanelle 9, Centurion 0; Osprey 9, London 0; Pembroke 9, Falkmouth 1; Dryad 1, R.M. Deal 3; Warrior 3, Norfolk 1; Sultan 4, Dardanelle 2; Dryad 3, Defence 1; Yeovilton 5, RNEC Manadon 0; CTRM 3, Stonehouse 2; Raleigh 3, Galatia 4; Repulse 4, Gannet 1.

Collingwood's route was more fraught. Wins over Osprey and Neptune were both decided on penalties after extra time. Drake and Goldrose were the other divisional finalists.

Collingwood have won the Navy Cup five times since it started in 1905, and appeared in two other finals.

Collingwood took place at Portsmouth in the first week of November. Forty-four players have been invited to show their skills as selector CPO Derek Godwin prepares to name teams to play Southampton F.C. at Victory Stadium and Sussex at Worthing, both on November 9.

Boon leads in modern pentathlon

MEM Danny Boon (H.M.S. Falkmouth) was the best placed of four naval competitors in the Metropolitan Police modern pentathlon championships.

He finished second, ahead of three pentathletes from H.M.S. Devon, STC 14 (14th), PPT 1 (Minnings 27th) and LPT P. Lucas (37th). Forty-seven competitors took part.

LPT Lucas was the only one of the team not to score in the modern pentathlon. He cleared 13 of the 14 fences and looked well on the way to 1,000 or more points. Unfortunately he missed the last fence and therefore was eliminated.

FENCING

The Navy team comprehensively beat the Army in the first round of the fencing, but gave away silly shots when fatigue crept in as the event dragged on towards midnight.

Only MEM Boon and STD Glenn scored in the shooting, and LPT Lucas returned a personal best in the swimming. Boon then confirmed his good showing with an excellent run in the cross-country event that brought him 1,009 points.

PTI champion

POPTI Clive Todd (H.M.S. Caledonia) won the 1977 PTI golf tournament at Southwick Park, Portsmouth. Using borrowed clubs, Todd played well enough to beat a field of 66 current and former PTIs.

HOCKEY

RUGBY

Portsmouth Wrens' hat-trick

Penalty flicks decided the final of the WKNIS Inter-Group hockey championships at US Portsmouth on October 19. Portsmouth kept their nerve to beat Air and Scotland and to retain the title for the third successive year.

Air and Scotland were a little unlikely to lose after holding a one-goal lead for most of the game. Portsmouth equalized just before the final whistle when they were awarded a penalty flick. Wren Elise McLaughlin scored for Air and Scotland, Wren Deirdre Watkinson converted the penalty for Portsmouth.

The same two scored again when the championship had to be decided on penalty flicks, with Wren Annette Ludford adding a second that was enough to keep the title in Portsmouth for a third year.

LWren McMahon scored twice and POWren Sandy Cullen once at Air and Scotland. Wren Annette Ludford and Wren Leah Keat R.M., Plymouth and Medway 3-0 in the opening game of the tournament. Portsmouth went two better against the same opposition, winning five times in the Second Officer Ann Saunders, LWren Yvonne Russell (2), Wren Jan Redfern and Wren Watkinson. R.M., Plymouth and Medway replied with goals from Wren Sylvia Kim and Wren Andy Wakefield. Third WKNIS were selected for the Service hockey trials at R.M. Easney on October 29.

EAGER AS N. TEAM MADE THEIR MARK

The U.S. Navy rugby team from San Diego returned home at the end of September, having made many friends during their 15-day tour by their determination to play open rugby, their uncompromising tackling and their engaging friendliness and eagerness to learn, writes Mike Vernon.

They will have picked up some useful lessons on their history-making visit and we hope they enjoyed it as much as we enjoyed having them. Any ship's rugby team looking for a game in California can be assured of a warm welcome.

Though showing signs of wear and tear, they fought bravely against R.A.F. Strike Command in their final match before succumbing 17-6, giving them an overall two-thirds record of one win, one draw, and three losses.

DEVON

The Royal Navy team, in its only other pre-Christmas match, crashed heavily in what was, by all accounts, a good open game by 27-40 to Devon at Beacon Park, Plymouth. Your correspondent was not present at the match, being engaged in an exciting burn-up along the M5 to resume his liaison duties with the Americans at Gloucester on the occasion of the U.S. Eagles' first match. Perhaps it is as well to draw a veil over the Beacon Park proceedings and hope for better things when the campaign

opens in earnest at Bath on January 11.

NAVY CUP

The Navy Knock-out Cup is now in the throes of the preliminary rounds, with the final due to take place on December 14. The venue will depend on who the finalists turn out to be. Rugby pundits will no doubt be able to find significance in the defeat of U.S. Portsmouth, 16-2, by Devonport Services on October 15, though the U.S. Buccaneers turned the tables even more decisively on the Devonport second string by 33-4.



RNEC Manadon (hooped jersey) contest a line-out in their rugby match against BRNC Dartmouth at Easney. Manadon won by 26 points to seven.

Picture: Charles Risk.

Rugby Union raffle

Rugby enthusiasts, past and present, are being asked to support a raffle to raise funds for the Royal Navy Rugby Union. The RNU influence naval rugby at all levels, and provides financial resources for the Navy's senior representative side, the Under-19 X.V. ship and establishment cup competitions, and US Portsmouth and Devonport Services. Prices include a colour television set, moped, and deep freeze, and the draw takes place on January 18. Tickets are available from: US Portsmouth; Devonport Services; 16-2, by Devonport Services; R.N. Pool; Lieut. Bob Stephens, H.M.S. Cochrane; Lieut. Trevor Gatchell; RNAS Yeovilton; Sub-Lieut. Mike Pearce, H.M.S. Pembroke; FCAA Tim Holt, H.M.S. Osprey.

Yeovilton win

A team from R.N. air station Yeovilton won the R.N. Equestrian Association one day event at H.M.S. Dryad last month. H.M.S. Collingwood were second and H.M.S. Dryad thirds.

Seven teams took part in the competition. Yeovilton and Dryad both entered two teams and BRNC Dartmouth and R.M. Poole also entered teams.

SPORT

CANOEING

U.K. leads Danish marathon

Several Navy canoeists competed in the Gudena Marathon, a gruelling 120km. Britain took that 800 boats half-way across Denmark. Britain dominated the race from start to finish to win the Natic's Cup.

First Navy pair to finish were CREM Barry Grace (R.N. Dolphin) and REM Duncan Richman (R.N. Presentation Team), followed home by Lieut. Mike Barge (FO Portsmouth's Staff) and CAF Geoff Chandler (Dorchester).

Third Navy boat to finish was the K2 of REA John Reed (Yewitton) and REA John Clemens (Seahawk), an excellent performance considering they had not paddled together before the race. CE2A Dave Flynn (Ajax) was the Navy's sole entry in the K1 class, but was forced to retire at the half-way stage.

v. SCOTLAND

Following good results at the Inter-Service canoe slalom championships, four Navy paddlers were selected for the Combined Services team to canoe against Scotland.

The Scots were beaten narrowly over a rough, taking course on the River Tay at Granddully. Testing part in the Services victory were Lieut. Clive Waghorn of H.M.S. Defiance (fourth in the Inter-Services Championships), Lieut. Roger Armstrong (40 Cdu R.M., 8th), Mid Steve England (BRNC Dartmouth, 19th), and AB Richard Vincent (ex-H.M.S. Salisbury, 13th).

THIRD PLACE

In spite of some good results, the Navy could not win third place from the Army. The R.A.F. finished well clear. The R.N. C team paddled to third in the team event, and Navy champions 40 Commando to seventh place.

Other Navy team members were Lieuts. Roy Seabrook (Collingwood) and John Leggat (Fiscarg), Sub-Lieuts. Euan and John (Antares) and Paul Green (RNEC), Mid Steve Sherrin (RNEC), MENs Mike Coyne and Dave Payne (40 Cdu), REA's Peter Morris (Collingwood) and Kapp Tim Cockings (Caledonia) and EA App Martin Hiron (Figaro).

CROSS-COUNTRY

Weak team fifth

The Navy's cross-country got underway against the R.A.F. Thames Valley Harrier and House and Oxford University at Oxford. Although weakened by a clashing fixture, the Navy did well to finish fifth out of seven teams.

AB Steve Hall (H.M.S. Nelson) was the first Navy runner home, finishing in 15th place. UY Adrian Hobbs (Caledonia) and CPO Keith Cowley (Raleigh) were 40 seconds behind in 22nd and 24th positions.

NELSON WIN

H.M.S. Nelson dominated the autumn Portsmouth Command cross-country championships held on October 12 at H.M.S. Mercury. AB Hall won comfortably, finishing first, followed by CPO Osborne and PO Andy Cullen. Navy runners finished in 1st, 2nd, 3rd, 5th, 7th and 9th.

Other Navy runners were PO Andy Cullen, Navy champions, with Mercury winning the team event from Dryad.

NAC beat Guernsey, again

Naval Air Command's soccer team beat Guernsey 2-0 during the H.M.S. Chrysbis memorial week-end last month. The victory meant Naval Air Command had won the Navy Cup, which they have held for five consecutive years.

DECEMBER

(1st week)

1.—Basing: RN v South Wales (Llandudno).

2.—Squash: RN v Woking (Woking).

2.4.—Basing: Training v WE Reserves (Raleigh).

2.4.—Football: RN v Southampton (Raleigh).

2.4.—Football: RN v Avon (Avon).

2.4.—Football: RN v U-21 v H-19 (USC).

2.4.—Football: RN v Woking (Woking).

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AAJAX PACKS PUNCH

H.M.S. Ajax packed the biggest punch at the Plymouth Command novice boxing championships held at H.M.S. Drake. Seven Ajax men reached the finals, and six won — five of them inside the distance.

The Ajax's score of 24 points was a record for the small ships' section, and far outstripped all the opposition, big and small.

Most explosive bout of a far-from-dull evening was the middleweight final between the Ajax's MEM Nobby Hall and H.M.S. Aurora's Powell. When both boxers got off the canvas twice in the first round it looked like a double knockout was in prospect.

Both men shook themselves upright, stood toe to toe, and traded punch for punch. With the crowd on its feet, MEM Hall landed the final punch, forcing the referee to intervene.

HEAVYWEIGHTS

The evening was brought to a climax when two huge heavyweight, LS Bruno Brown (Ajax) and Davies of H.M.S. Cambridge, stepped into the ring. Brown knocked out his man to round off an amazing evening for the Ajax boxing team.

The Ajax squad is coached by CPOCA Alf Larkin, a former Navy welterweight champion. Others in his squad were CK Brian Walker, who won the featherweight title, AB Ian Dempster (lightweight title), CK Terry Webster (welterweight title), AB Bob Beckett (losing light middleweight final), and LPT Tag Wilson (light heavyweight title).

Storey (Cambridge) won the flyweight contest, Netherwood (Aurora) the bantamweight, and Dannel and Wilson of H.M.S. Salisbury the lightweight and light middleweight titles.

Tough start for boxers

Four new faces were included in the Navy boxing squad's opening match against powerful Midland Counties at Coventry on November 7.

Getting their first taste of action at Navy level were MNE Steve Taylor (20 Cdu) at lightweight, MNE Dave Roberts (40 Cdu) at light welterweight, and MNE George Wight (H.M.S. Nelson) at light heavyweight. REA Trevor Hopkinson of Vernon.

Feature of the bill was sure to be the welterweight clash between England squaddan AB Wayne Green (Drake) and international George Byrne from the Leamington club.

EXPERIENCE

New boxing coach POPTI Micky Shone could not have had a tougher fixture to ease himself into the job, but had a fair chance of talent and experience to back the newcomers.

Others in the team were hantamweight CEM Mick Chance (Defiance), flyweight MEM Ray Cox (Osprey), featherweight AB Mick Garrity (Intrepid), light welterweight MNE Andy Gill (40 Cdu), light middleweight AB Nick Croombes (Collingwood), and light heavy AB Tommy Taylor and heavyweight SA Roy Greenacre (both Vaux).

H.M.S. Collingwood's inter-school boxing championships were won by the Ordnance School.

NATO TROPHY

LPTI Paul Kelly (H.M.S. Endeavour) won the England international welterweight and former A.B.A. champion, has been presented with the NATO trophy, the Navy's 'sportsman of the year' award.



MEM Nobby Hall of H.M.S. Ajax sends Powell of H.M.S. Aurora to the canvas during their rough middleweight scrap at the Plymouth Command novice boxing championships at H.M.S. Drake. Both men went down twice in the opening round, and their all-action, toe-to-toe confrontation had the large crowd on its feet. Hall won when the referee stopped the bout.



Picture: LA/PHOT Chris McDermott.

Tony Oxley hands over

Portland's hockey town

R.N. air station Portland beat their hosts in the final to win the 1977 Naval Air Command hockey festival held at Seaford Park, H.M.S. Daedalus.

Teams from Culdrose and Yewitton also took part.

Daedalus did most of the attacking in the tournament final, but could not break down Portland's defence. The visitors took advantage of an almost deserted Daedalus hall to score their goal through OEM George Gilbert.

"Over to you now, Micky!" CPO Tony Oxley (right), the Navy's very successful boxing coach for the last 3½ years, hands over his job to POPTI Micky Shone. CPO Oxley joins H.M.S. Ark Royal at the beginning of December.

Tony Oxley was the first Navy boxing coach to be appointed full time. He took on the job in May 1974 and immediately revitalized the sport. After a number of years with no Combined Service champions, the Navy went on to produce one in 1974, three in 1975, four in 1976 and a record five this year.

In addition, two of his squad — LPT Paul Kelly and AB Nick Croombes — have been recognized at international level, two others are

in the England senior squad, and he has produced three national junior champions.

CPO Oxley's involvement with the ring started in 1964 when he joined H.M.S. Victoria. Coached by CPTI Ron Eden, he twice reached the A.B.A. finals at bantamweight, losing in 1969, and winning in 1970.

POPTI Shone has been Plymouth Area's boxing coach since 1975, and in charge of the Navy's Under-19 squad for a year. He boxed for North Wales as a schoolboy, won two Navy junior titles, and a Navy Far East title in 1966.

He told Navy News: "I'll be trying to maintain the high standards set by Tony. The future for Royal Navy boxing with the talent around looks very bright."

WHEN, WHAT AND WHERE

NOVEMBER

1.—Boxing: RN v Metropolitan Police (London).

2.—Football: Navy Cup Final (H.M.S. Salter).

2.4.—Football: RN v Cornwall (H.M.S. Nelson).

2.4.—Squash: RN v RAC (RAC).

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CAVALIER STARTS HER NEW CAREER

The destroyer Cavalier, veteran of Russian convoys and the war in the Far East, arrived at Southampton on Trafalgar Day at the start of a new career. After five years at Chatham, she left under tow (picture left) for the south coast and spent ten days at Portsmouth before moving on to a warm reception at Southampton, escorted by H.M. ships Gloucester and Scimitar and with Admiral of the Fleet Earl Mountbatten on board.

The Cavalier was towed to a berth off Mayflower Park and was greeted by the Mayor of Southampton (Cllr. Mrs. Joyce Piter) and other guests, while a Sea Fury of the Historic Flight at R.N. air station Yeoville was flown overhead by Lieut.-Cdr. Peter Sheppard.

The plan is for the Cavalier to become a floating museum at Southampton, under the auspices of the Cavalier

Trust, of which the chairman is Vice-Admiral Sir Ian Mclelland. She would then, H.M.S. Languard, and the many destroyers which served with distinction in two world wars.

There was a very small party in the report that, because the destroyer's guns are still working, the Trust had to bind and gag the captain before the Cavalier left Chatham.

ATLANTIC LIFELINES

Continued from page 1

Other Royal Navy ships involved included the anti-submarine warfare carrier H.M.S. Hermes, the guided missile destroyers H.M. ships Fife, Kent and Sheffield, the frigates H.M. ships Arrow, Charybdis, Diomedea, Hermione, and Plymouth, and H.M. submarines Churchill, Valiant, Finowale, Opportune, Oradea and Ours.

A number of RFAs took part, as did ships of the Standing Naval Force Atlantic.

The Royal Navy's air support contribution was provided by Buccaneer, Phantom, Gannet, Sea King, Wessex and Wasp aircraft.

In addition to the U.K., forces were contributed by Canada, the Federal Republic of Germany, the Netherlands, Norway, Portugal and the United States.

The exercise was planned by Admiral Sir Henry Leach, Allied Commander-in-Chief, Channel (who directed operations from Northwood), and Admiral Isaac C. Kidd Jr., Supreme Allied Commander Atlantic.

GIRLS GET WIN PT BRANCH

Sea King lost

Four Royal Navy men were rescued quickly after escaping from a Sea King before it sank in about two miles of water in the Eastern Atlantic on October 25. The Sea King from H14 Squadron went into the sea about eight miles from H.M.S. Hermes during Exercise Ocean Safari, and a flare was spotted by OS William McKenzie on board the carrier.

One of the aircraft's crew was winched up by another helicopter and the other three were rescued by sea boat from H.M.S. Arrow. Two had minor back injuries. The four rescued men were Lieutenants Philip Walters, Keith Thompson and John Midgwick and Leading Aircraftman Michael McCormack.

The Women's Royal Naval Service is to have its own Physical Training and Recreation category, much on a par with the men. A number of Wrens have already shown interest in making the transfer, and the first full course of 14 starts at H.M.S. Temeira in January. It is hoped to build up the category to an eventual complement of 40.

Until now, the WRNS has had a number of rating volunteers from various categories as sports assistants and already two of these are on a preliminary course with the aim of their becoming senior "founder members" of the new category.

PT ratings will be interchangeable and the aim will be for their employment to be similar, "says the official announcement. While training and employment will be in line with the R.N. as much as possible, WRNS PT ratings will concentrate more on recreation, exped, and physical education rather than physical training, especially in the new entry training establishments.

There will be separate advancement rosters for men and women. Advent of the

WRNS category will not have an adverse effect on the advancement of male ratings, and seashore ratings will remain virtually the same as now. In fact, there should be an easing of drafting problems caused by the present shortage of R.N. leading physical trainers.

Discussions

During the next few months CPOPT D. Bessey will visit establishments where WRNS PT ratings are likely to be serving to discuss proposed changes in complements and explain the full implications of the scheme to those concerned.

Announcement of the new category is contained in DC(RN) 656.

Farewell Fred Mutley

On an occasion full of naval ceremonial befitting an old sea dog, H.M.S. Languard, Portsmouth, paid a tribute to the many destroyers which served with distinction in two world wars.

There was a very small party in the report that, because the destroyer's guns are still working, the Trust had to bind and gag the captain before the Cavalier left Chatham.

As an instruction came into effect that the Royal Navy's pets be housed in the interests of rabies precautions, it was Leading Dog Fred's farewell which caught the public imagination. Splendidly attired for the send-off, Fred was piped ashore in style and then took part in a divisional ceremony before moving on to a local hostelry for a final drink (from a drip tray) with his shipmates.

The two-year-old poodle black Labrador, faced the cameras as he was taken to the kennels, but to the manner born. With his leading dog role restored for the occasion it had been forfeited earlier for some best-forgotten misdemeanour, he was presented with a "long service medal" — a First World War campaign award which had been dug up in the garden of the commanding officer (Lieut.-Cdr. John O'Brien) — inscribed with his name, his years of service and the name of the ship.

Now Fred is off to live at Newton Aycliffe, County Durham, with the parents of AB Graham Bennett, who until recently served on board the Languard. Graham is seen below taking Fred ashore for the last time, to a piping tribute from his shipmates and a salute from his commanding officer.

Picture: CPO/HM Tony Wilson

CALENDAR 78

AN IDEAL CHRISTMAS GIFT

Twelve pictures of ships and Naval scenes, each with clear figure captions.

Size 15W" x 11H" Supplies available mid-October



95p

From the Business Manager, Navy News, H.M.S. Nelson, Portsmouth, PO1 3HE

Iran chooses R.N. for survey

Following an agreement negotiated with the Iranian Government in the face of international competition, two of the Royal Navy's ocean survey ships sailed in mid-October to begin a three-year hydrographic survey of Iranian waters.

The arrangement provides for a wide-ranging survey of coastal waters, including ports, assistance with the setting up of an Iranian Hydrographic Office, and the training of local staff to man the new service, which will form part of the staff of the Iranian National Geographic Office.

The project will enable the Iranian Government to produce up to 26 large-scale navigational charts and will represent a major contribution to the safety of international shipping.

Each ship will carry an Iranian liaison officer, with a number of

A BIG LIFT FOR ROSYTH

Construction has started at Rosyth naval base on Britain's first Sycoriff facility — an integrated ship refitting system which will lift large ships from the water.

At a pile-driving ceremony on October 18 Mrs. Ursula Pillar, wife of the Port Admiral Rosyth (Rear-Admiral W. T. Pillar) cracked a bottle of champagne to inaugurate work on the £3.2 million scheme.

The project is expected to take more than two years to complete and the aim is quicker and more efficient turn-arounds for H.M. ships of up to 1,000 tonnes refitting at Rosyth.

trainee surveyors. The trainees will also attend professional studies at the R.N. Hydrographic School in Plymouth. Other trainees will study cartography at the Hydrographic Office in Taunton.

FIRST PHASE

First two ships to arrive at the base port of Bandar Abbas will be the ocean survey vessels H.M. ships Hecate and Hydra. They will be joined early next year by the coastal survey vessel H.M.S. Beagle and on completion of the first phase of the survey in June 1978 all three ships will return to the U.K. for maintenance and leave. For the second phase of the survey, two ocean survey ships and two coastal survey vessels will be deployed.

Superb rescue

While on passage up the Clyde late at night and in foul weather, H.M.S. Superb, the Royal Navy's latest nuclear submarine, sighted four red distress flares in the vicinity of Kilcannich B.I. On investigation the crew found the Clyde pilot cutter drifting after a fire in her engine room.

The crew of the cutter had extinguished the fire and blown up their inflatable dinghy, and they were relieved to see help arrive. The Superb towed the vessel until a relief cutter took over.



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